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GIFT OF

Oklahoma Corporation Commission

Received MAY 27 1917

SEVENTH ANNUAL REPORT
OF THE
CORPORATION COMMISSION ^{c#}

OF THE
STATE OF OKLAHOMA



FOR THE YEAR ENDING JUNE 30, 1914

PUBLISHED PURSUANT TO AUTHORITY AND REQUIREMENT OF SECTION
ART. IX OF THE CONSTITUTION OF OKLAHOMA

OKLAHOMA CITY
1914

**CORPORATION COMMISSION
OF OKLAHOMA**

J. E. LOVE, Chairman

***A. P. WATSON GEORGE A. HENSHAW**

J. H. HYDE, Secretary

CO-OPERATIVE PUBLISHING Co., GUTHRIE, OKLA.



MAY 28 1917

***Succeeded by W. D. HUMPHREY, April 26, 1915**

Letter of Transmittal

To the Honorable R. L. Williams, Governor of Oklahoma:

We transmit herewith the Seventh Annual Report of the Corporation Commission of the State of Oklahoma, for the fiscal year ending June 30, 1914, as required by law.

This report contains a summary of all orders issued by the Commission to July 1, 1914, the opinions and orders of the Commission for the period from June 30, 1913, to July 1, 1914, a partial list of the informal complaints handled by the Commission, and other matters of general interest.

LEGISLATION.

Section 25, Article IX of the Constitution, provides that the Commission may recommend from time to time new and additional legislation. Specific recommendations will be made in a later report, which will be issued sometime prior to the convening of the next legislature.

TWO CENT FARE LITIGATION AND OTHER MATTERS.

Among the matters of general interest during the period from July 1, 1913, to June 30, 1914, may be mentioned the two cent passenger fare cases, the telephone refund case, the commodity freight rate cases, and the express rate cases.

TWO CENT PASSENGER FARE CASES:

At the beginning of the fiscal year of 1914 the two cent passenger fare was reinstated by stipulation between the Attorney General and the five railroads litigating the rate in the Federal Court. The decision of the United States Supreme Court in the Minnesota and other rate cases, decided in June, 1913, had destroyed the extra cost revenue basis on which the Oklahoma injunctions were issued, and the railroads, pending final settlement of the Oklahoma litigation, reinstated the two cent rate. In January, 1914, the court was asked to dissolve the temporary injunctions on the ground that the basis for them had been destroyed. The court held that in the original bills there was provision for the offering of further grounds for the applications, and that the bills should not be dismissed. Since this decision both the state and the railroads have been busy preparing for the trial of the cases.

TELEPHONE REFUND CASE:

In October, 1913, the Supreme Court affirmed the order of the Commission imposing a fine against the Pioneer Telephone & Telegraph Company for violation of Order No. 101. This case grew out of an attempt on the part of the telephone company to effect an increase in subscribers' rates in Oklahoma City, under the provisions of a franchise ordinance granted to the city prior to statehood, without first securing the authority of the Commission as required by Order No. 101. The court sustained the action of the Commission and the company was compelled to pay to the Commission for distribution to the telephone subscribers the sum of \$61,336.69.

COMMODITY FREIGHT RATE CASES:

Pursuant to settlement by agreement of the Oklahoma commodity freight rate cases in the Supreme Court of Oklahoma, the Commission was at work throughout the year refunding to shippers the excess collected while these cases were pending. The aggregate of these refunds will be approximately \$400,000. The refunding of this amount is necessarily slow because the Commission is doing this work with its regular force which has for a good portion of the time been engaged almost exclusively in the two cent passenger rate case.

EXPRESS RATE CASES:

As stated in our last annual report, the Commission succeeded in establishing a reduction of from 20 to 25 per cent. in express rates, and there is now due the shippers of Oklahoma in excess of \$500,000 in express refunds. Under jurisdiction conferred upon the Commission by the legislature of 1913 an order for this refund has been made. The express companies against which it is directed have filed an application in the United States District Court for an injunction against the enforcement of this order and the matter is now pending in that court. The express companies have offered to compromise the case by putting into effect the rate schedule established by the Interstate Commerce Commission and refunding to Oklahoma shippers the difference between the rates collected and the interstate scale.

Respectfully submitted,

CORPORATION COMMISSION,

J. E. LOVE,

Chairman.

GEO. A. HENSHAW,

Commissioner.

W. D. HUMPHREY,

Commissioner.

Financial Statement

I, J. E. Love, chairman of the Corporation Commission of the State of Oklahoma, do hereby certify that the following is a full, true and correct statement of appropriations and expenditures made for and by the said Commission for account the fiscal year ended June 30, 1914:

Acct. No.	Designation	Appropriation.	Expenditures.	Reverted.
1.	Salary—Commissioners	\$12,000.00	\$12,000.00	\$.....
2.	Salary—Secretary	2,000.00	2,000.00	.....
3.	Salary—Corp. Rec. Clk.....	2,000.00	2,000.00	.....
4.	Salary—Expert Accountant..	2,500.00	2,500.00	.....
5.	Salary—Rate Expert	3,600.00	3,493.55	106.45
6.	Salary—Tariff Expert	1,800.00	1,800.00	.....
7.	Salary—Law & Ex. Clerk....	2,500.00	2,500.00	.....
8.	Salary—Telephone Eng'r.	2,200.00	2,062.50	137.50
9.	Salary—Engineer	2,750.00	2,750.00	.....
10.	Salary—Ass't. Engineer	1,500.00	1,500.00	.....
11.	Salary—Draftsman	1,800.00	1,800.00	.....
12.	Salary—Profile Clerk.....	1,020.00	1,020.00	.....
13.	Salary—Clerk	1,020.00	1,011.50	8.50
14.	Salary—Clerk	1,020.00	1,020.00	.....
15.	Salary—Auditor	2,500.00	2,500.00	.....
16.	Salary—Ass't. Accountant	1,500.00	1,500.00	.....
17.	Salary—Reporter	1,350.00	1,350.00	.....
18.	Salary—Reporter	1,350.00	1,350.00	.....
19.	Salary—Official Stenog.....	1,200.00	1,200.00	.....
20.	Salary—Stenographer	1,020.00	935.00	85.00
21.	Salary—Stenographer	1,020.00	1,020.00	.....
22.	Salary—Stenographer	1,020.00	1,020.00	.....
23.	Salary—Marshal	1,200.00	1,200.00	.....
24.	Salary—Nightwatchman	900.00	900.00	.....
Total Salaries		\$50,770.00	\$50,432.55	\$ 337.45
25.	Court Expenses	\$ 5,000.00	\$ 1,757.19	\$ 3,242.81
26.	Postage	2,000.00	1,600.00	400.00
27.	Tel., Tel. & Express.....	1,200.00	768.65	431.35
28.	Investigation & Inspect'n.....	1,500.00	1,058.46	441.54
29.	Filing and preparing cases before I. C. C.	2,500.00	2,123.85	376.15

Corporation Commission Report

Acct. No.	Designation	Appropriation.	Expenditures.	Reverted
30.	Publication of Orders	150.00	114.75	35.25
31.	Office Supps. & Extra Help..	7,500.00	6,473.42	1,026.58
Total other than Salaries.....		\$19,850.00	\$13,896.32	\$ 5,953.68
Total Accounts 1-31		\$70,620.00	\$64,328.87	\$ 6,291.13
*32.	Defense 2 cent fare case.....	\$25,000.00	\$ 5,259.46	\$19,740.54
Grand Total		\$95,620.00	\$69,588.33	\$ 6,291.13

*—NOTE—This appropriation became available Oct. 5, 1913, and the balance shown in third column did not revert at June 30, 1914, but will remain available until Jan. 12, 1916. This balance, is, therefore, not included in the grand total of third column.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the seal of the said Commission, this the 27th day of July, 1915.

(SEAL)

J. E. LOVE,
Chairman.

ATTEST:

J. H. HYDE,
Secretary.

Summary of Orders Issued by the Commission Since Its Organization

- ORDER NO. 1.—Relating to filing tariffs, classifications, freight.—
Cancelled.
- ORDER NO. 2.—Requiring the filing of contracts, etc.—Effective.
- ORDER NO. 3.—Relating to filing of statement of mileage, etc.—
Effective.
- ORDER NO. 4.—Relating to bulletining trains, clean depots, etc.—
Effective.
- ORDER NO. 5.—Requiring the filing of list of classifications and
tariffs governing rates, etc.—Cancelled.
- ORDER NO. 6.—Requiring the filing of statement showing total
freight and passenger receipts.—Effective and obeyed.
Amended by Order No. 201.
- ORDER NO. 7.—Requiring Frisco to operate additional passenger
train.—Effective and obeyed.
- ORDER NO. 8.—Requiring the filing of a list of stations, showing
distance from all terminus or State line points.—
Effective and obeyed.
- ORDER NO. 9.—Relating to charges for transportation of coal, etc.
—Superseded by Order No. 502.
- ORDER NO. 10.—Relating to rule for loading, moving and unloading
cars of freight.—Superseded. See Orders No. 167,
168, 169.
- ORDER NO. 11.—Relating to charges for transportation of lumber.
—Superseded by Order No. 516.
- ORDER NO. 12.—Requiring Rock Island to construct a depot at
Seminole, Oklahoma.—Effective and obeyed.
- ORDER NO. 13.—Requiring Frisco to construct passenger depot at
Troy, Oklahoma.—Effective and obeyed.
- ORDER NO. 14.—Requiring Santa Fe to construct depot at Wood-
ward, Oklahoma.—Effective and obeyed.
- ORDER NO. 15.—Exempting Oklahoma Central Ry. Co. from two-
cent mile rate.—Effective and obeyed.
- ORDER NO. 16.—Requiring Wichita Falls & Northwestern R. R. Co.
to build depot at and switch near Eschita.—Can-
celled and adjusted.
- ORDER NO. 17.—Allowing the F. S. & W. R. R. Co. to charge
maximum mileage.—Effective.

- ORDER NO. 18.—Exempting Wichita Falls & Northwestern R. R. Co. from the two-cent mile rate.—Effective.
- ORDER NO. 19.—Relating to submitting of plans, specifications, etc., of all depots to the Commission.—Effective.
- ORDER NO. 20.—Exempting the Midland Valley R. R. Co. from the two-cents a mile rate.—Effective.
- ORDER NO. 21.—Allowing the F. S. & W. R. R. Co. and the St. Louis, El Reno & Western R. R. Co. to charge a maximum rate of two and one-half cents.—Cancelled. See Order No. 35.
- ORDER NO. 22.—Requiring the A. T. & S. F. R. R. Co. to establish and maintain local service out of Woodward, Oklahoma.—Effective and obeyed.
- ORDER NO. 23.—Requiring the A. T. & S. F. R. R. Co. to operate additional trains.—Modified and satisfactorily adjusted.
- ORDER NO. 24.—Requiring the Frisco R. R. Co. to build a depot at Blue, Oklahoma.—Effective and obeyed.
- ORDER NO. 25.—Affirming Order No. 16, relating to depot near Eschita, Oklahoma.—Cancelled.
- ORDER NO. 26.—Exempting M. O. & G. R. R. Co. from the two-cent rate.—Effective.
- ORDER NO. 27.—Requiring the A. T. & S. F. R. R. Co. to build and maintain a depot at a point near the State line between Texas and Oklahoma.—Reversed and dismissed.
- ORDER NO. 28.—Requiring the A. T. & S. F. R. R. Co. to build a depot at Waterloo, Oklahoma.—Effective and obeyed.
- ORDER NO. 29.—Requiring the Rock Island R. R. Co. to install an agent at Goodwell, Oklahoma, also to build a depot at said town.—Effective and obeyed.
- ORDER NO. 30.—Requiring the Rock Island R. R. Co. to run regular passenger trains between Lindsay and Chickasha.—Effective and obeyed.
- ORDER NO. 31.—Requiring the A. T. & S. F. R. R. Co. to operate its trains via Stillwater and other towns as per agreement set forth in this order.
- ORDER NO. 32.—Suspending Order of the Commission in case of citizens of Eschiti vs. W. F. & N. W. R. R. Co.—Effective and obeyed.

- ORDER NO. 33.—Requiring the Rock Island to keep and maintain station agent at Lookeba, also install and maintain telegraph service at said station.—Effective and obeyed.
- ORDER NO. 34.—Requiring the Frisco to maintain station at Sumner, Oklahoma, include depot, agent and necessary telegraph service.—Effective and obeyed.
- ORDER NO. 35.—Permitting the F. S. & W. R. R. Co. and the St. Louis & El Reno & Western R. R. Co. to charge a maximum rate of three cents.
- ORDER NO. 36.—Relating to charging for the transportation of crude petroleum, etc.—Superseded by Order No. 509.
- ORDER NO. 37.—Requiring the Frisco R. R. Co. to comply with agreement in regard to depot at Le Flore, Oklahoma.—Effective and obeyed.
- ORDER NO. 38.—Requiring St. L. I. M. & S. R. R. Co. to stop passenger trains Nos. 105-106 at Muldrow.—Effective and obeyed.
- ORDER NO. 39.—Requiring Rock Island to stop passenger trains Nos. 11-12 at Ryan.—Effective and obeyed.
- ORDER NO. 40.—Requiring the Frisco R. R. Co. to comply with agreement contained in said order, relating to station, shipping facilities, etc., at the town of Yeager, Oklahoma.—Effective and obeyed.
- ORDER NO. 41.—Requiring the St. L. I. M. & S. R. R. Co. to stop trains Nos. 105-106 on flag at Vian.—Effective and obeyed.
- ORDER NO. 42.—Requiring the Rock Island and Frisco R. R. Cos. to construct depot, etc., at Darrow, Oklahoma.—Effective and obeyed.
- ORDER NO. 43.—Requiring the A. T. & S. F. R. R. Co. to furnish the towns of Quay and Meramac with additional passenger train service.—Adjusted and in effect.
- ORDER NO. 44.—Fixing rates of Pioneer Telephone Company, in the town of Enid, Oklahoma.—Reversed.
- ORDER NO. 45.—Relating to charges for transportation of hay, grain, etc.—Superseded by Order No. 503.
- ORDER NO. 46.—Requiring the St. L. I. M. & S. R. R. Co. to construct a depot at McKey, Oklahoma.—Effective and obeyed.
- ORDER NO. 47.—Requiring the St. L. I. M. & S. R. R. Co. to erect a depot and cotton platform at Roland.—Effective and obeyed.

- ORDER NO. 48.—Requiring the Rock Island to construct a depot at Optima, Oklahoma.—Effective and obeyed.
- ORDER NO. 49.—Requiring the Rock Island to construct depot, furnish stock pen, etc., at Meno, Oklahoma.—Effective and obeyed.
- ORDER NO. 50.—Requiring the Rock Island to furnish agent at Reeding, Oklahoma.—Effective and obeyed.
- ORDER NO. 51.—Requiring the Frisco R. R. Co. to construct a depot at Hayward (Bullett).—Effective and obeyed.
- ORDER NO. 52.—Denying request for depot at town of Johnson.—Effective and obeyed.
- ORDER NO. 53.—Requiring the Rock Island R. R. Co. to build depot at Hobart.—Effective and obeyed.
- ORDER NO. 54.—Requiring the F. S. & W. R. R. Co. and the K. C. Southern R. R. Co. to carry passengers on all passenger trains between Spiro and Oklahoma-Arkansas State line.
- ORDER NO. 55.—Regulating freight rates on cement, lime, etc.—Enjoined. Superseded by Order No. 515.
- ORDER NO. 56.—Requiring the A. T. & S. F. R. R. Co. to operate passenger trains between Tulsa and State line of Oklahoma and Kansas.—Effective and obeyed.
- ORDER NO. 57.—Suspending Order No. 44, and relating further to telephone rates in the town of Enid.—Reversed.
- ORDER NO. 58.—Amending Order No. 9.—Enjoined. See Order No. 502 and 670.
- ORDER NO. 59.—Requiring Rock Island to build switch track in the town of Apache.—Reversed.
- ORDER NO. 60.—Requiring the M. K. & T. R. R. Co. to erect a depot in the town of Savanna, Oklahoma.—Superseded by Order No. 73.
- ORDER NO. 61.—Requiring the Oklahoma Central Ry. Co. to erect a depot in the town of Nixon, Oklahoma.—Effective and obeyed.
- ORDER NO. 62.—Requiring the M. K. & T. R. R. Co. to erect a depot in the town of Mazie, Oklahoma.—Effective and obeyed.
- ORDER NO. 63.—Regulating freight rates on vegetables, berries, etc. Superseded by Order No. 666.
- ORDER NO. 64.—Amending Order No. 11.—Cancelled.
- ORDER NO. 65.—Requiring Rock Island and Frisco R. R. Co.s to drain and fill depot grounds at Wister, Oklahoma.—Effective and obeyed.

- ORDER NO. 66.—Requiring the A. T. & S. F. R. R. Co. to erect a depot at Tribbey, Oklahoma.—Effective and obeyed.
- ORDER NO. 67.—Requiring the Frisco R. R. Co. to build a depot at Oakland, Oklahoma.—Effective and obeyed.
- ORDER NO. 68.—Requiring the A. T. & S. F. R. R. Co. to open highway crossing across its right-of-way in Pottawatomie county.—Effective and obeyed.
- ORDER NO. 69.—Requiring the Frisco R. R. Co. to erect a depot at the town of Clayton, Oklahoma.—Effective and obeyed.
- ORDER NO. 70.—Requiring the A. T. & S. F. R. R. Co. to construct platform and switch track in Capital Hill.—Affirmed by Order No. 103.
- ORDER NO. 71.—Rescinding Order No. 16, requiring depot at Eschiti.
- ORDER NO. 72.—Requiring the G. C. & S. F. R. R. Co. and the A. T. & S. F. R. R. Co. to install and operate passenger train between Guthrie and Marietta, Oklahoma.—Reversed.
- ORDER NO. 73.—Permitting the M. K. & T. R. R. Co. in complying with Order No. 60, to discontinue the depot at Chambers and remove same to Savanna.—Effective and obeyed.
- ORDER NO. 74.—Relating to the Frisco R. R. Co. and the Santa Fe R. R. Co. connecting their respective lines at the town of Pawnee.—Effective and obeyed.
- ORDER NO. 75.—Relating to maintaining telegraph service and the bulletin of trains at Jennings.—Reversed and dismissed.
- ORDER NO. 76.—Permitting the M. K. & T. R. R. Co. to re-locate depot at Caddo, Oklahoma.—Effective and obeyed.
- ORDER NO. 77.—Requiring the M. K. & T. R. R. Co. to erect a depot at Tullahassee, Oklahoma.—Effective and obeyed.
- ORDER NO. 78.—Relating to switch on Frisco's right-of-way at Snyder, Oklahoma.—Reversed.
- ORDER NO. 79.—Requiring the F. S. & W. R. R. Co. to construct a depot at Milton, Oklahoma.—Order obeyed.
- ORDER NO. 80.—Requiring the K. C. Southern Ry. Co. to construct a depot at Marble City.—Effective and obeyed.
- ORDER NO. 81.—Requiring the Frisco R. R. Co. to stop train No. 413 at Kelleyville.—Effective and obeyed.
- ORDER NO. 82.—Requiring the A. T. & S. F. R. R. Co. to build a depot at Britton, Oklahoma.—Effective and obeyed.

- ORDER NO. 83.—Requiring the Santa Fe R. R. Co. to install and maintain telephone station in its depot at Skedee, Oklahoma—Affirmed and obeyed.
- ORDER NO. 84.—Relating to Rock Island R. R. Co. switch track on land adjacent to right of way in the town of Carnegie.—Reversed and dismissed.
- ORDER NO. 85.—Relating to Rock Island switch track at Ft. Cobb.—Reversed and dismissed.
- ORDER NO. 86.—Requiring the Western Union Telegraph Co. and the Rock Island R. R. Co. to install and maintain telegraph service at Ferguson.—Reversed and remanded.—Annulled.
- ORDER NO. 87.—Requiring the F. S. & W. R. R. Co. to erect a depot at the town of Lequire.—Effective and obeyed.
- ORDER NO. 88.—Requiring the Santa Fe R. R. Co. and the Frisco R. R. Co. to establish physical connection at or near their crossings at Avar.—Effective and obeyed.
- ORDER NO. 89.—Denying application for depot at Chant.
- ORDER NO. 90.—Requiring the M. K. & T. R. Co. to build depot at Norfolk.—Affirmed.—Effective and obeyed.
- ORDER NO. 91.—Dismissing complaint of Wm. Murdock, Ralston, against the Midland Valley Railroad Co.
- ORDER NO. 92.—Requiring the Santa Fe R. R. Co. to establish telegraph service at Payson.—Reversed and remanded.—Annulled.
- ORDER NO. 93.—Requiring Santa Fe R. R. Co. to open street crossing on Kansas Ave., in the Steele Addition to the town of Chickasha.—Reversed and annulled.
- ORDER NO. 94.—Dismissing complaint of W. L. Burt, et al., Davis, against the G. C. & S. F. R. R. Co.
- ORDER NO. 95.—Requiring the Santa Fe R. R. Co. to build and operate switch track at the town of Civit.—Affirmed.—Effective and obeyed.
- ORDER NO. 96.—Relating to rules covering the concentration and compression of cotton. (Cancelled).
- ORDER NO. 97.—Requiring the filing of statement containing information showing intersections, crosses, physical connections, etc.—Effective and obeyed.
- ORDER NO. 98.—Requiring the Rock Island R. R. Co. to build a depot at Holliday, Oklahoma.—Effective and obeyed.
- ORDER NO. 99.—Regulating freight rates on cotton, cotton seed, cotton seed meal, etc.—Superseded by Order No. 655.

- ORDER NO. 100.—Requiring the Wagoner Water Works to prevent overflow of standpipe in the City of Wagoner.—Effective and obeyed.
- ORDER NO. 101.—Regulating charges for service of all transmission companies.—Effective.
- ORDER NO. 102.—Regulating rates of the Purcell & Lexington Telephone Co.—Affirmed and effective.
- ORDER NO. 103.—Amending Order No. 70, in regard to switch track near Capital Hill.—Effective and obeyed.
- ORDER NO. 104.—Order to the Midland Valley Railroad Company to furnish information.—Obeyed.—Obsolete.
- ORDER NO. 105.—Requiring the Kansas City Southern R. R. Co. to build and maintain depot at Ballard.—Effective and obeyed.
- ORDER NO. 106.—Requiring the Frisco R. R. Co. to build a depot at Valliant.—Effective and obeyed.
- ORDER NO. 107.—Requiring the Frisco R. R. Co. to construct and maintain crossing where its line of railroad crosses Sixth street in the town of Chandler.—Effective and obeyed.
- ORDER NO. 108.—Requiring the M. K. & T. R. R. Co. to establish and maintain a private crossing at a point on its right-of-way designated by the complainant.—Affirmed.
- ORDER NO. 109.—Ordering the K. C. M. & O. R. R. Co. and the Santa Fe R. R. Co. to establish physical connection between their respective switch tracks near the Cherokee Mill and Elevator Co. at Cherokee, Oklahoma.—Effective and obeyed.
- ORDER NO. 110.—Requiring the M. K. & T. R. R. Co. to build and maintain a depot at Phillips, Oklahoma.—Affirmed.—Effective and obeyed.
- ORDER NO. 111.—Regulating charges of express companies for the transportation of merchandise, etc.—Superseded by Order No. 203.
- ORDER NO. 112.—Requiring the Frisco R. R. Co. to build a depot at the town of Allie.—Effective and obeyed.
- ORDER NO. 113.—Dismissing complaint of Art S. Hamly against the Santa Fe R. R. Co. in regard to moving photograph car.
- ORDER NO. 114.—Dismissing complaint of J. W. Swartz, et al., Chelsea, against the Frisco Railroad Co.
- ORDER NO. 115.—Amending Order No. 55.—Superseded by Order No. 515.

- ORDER NO. 116.—Denying complainant's application for stopping of fast train at Wyandotte.
- ORDER NO. 117.—Dismissing complaint of D. B. Caver against the M. K. & T. R. R. Co.
- ORDER NO. 118.—Ordering the St. L. I. M. & S. R. R. Co. and the Western Union Telegraph Co. to maintain commercial telegraph service at the town of Talala.—Effective and obeyed.
- ORDER NO. 119.—Requiring the proper shipping facilities, telephone service, etc., at station of Agwan.—Effective and obeyed.
- ORDER NO. 120.—Requiring the Santa Fe R. R. Co. to change the name of the station at Wheaton, Oklahoma to Burlington.—Superseded by Order No. 155.
- ORDER NO. 121.—Denying application for union depot at Tulsa.
- ORDER NO. 122.—Denying a fine of \$100.00 to be imposed upon the Frisco R. R. Co. for violation of Order No. 4.—Settled.
- ORDER NO. 123.—Ordering the A. T. & S. F. R. R. Co. to permit the Bartlesville Interurban Ry. Co. to construct a street railway crossing on Third street in the town of Bartlesville.—Effective and obeyed.
- ORDER NO. 124.—Requiring the Wells Fargo & Co. to establish free delivery to the town of Wellston.—Effective and obeyed.
- ORDER NO. 125.—Requiring the M. K. & T. R. R. Co. to change the name of the station at Cale to Sterrett.—Reversed.
- ORDER NO. 126.—Requiring the Frisco R. R. Co. to make the switch between Hobart and Roosevelt, a flag station, and that switch track be operated for loading and unloading commodities, etc.—Effective and obeyed.
- ORDER NO. 127.—Relating to additional train from Ardmore to Hope, Ark., on the Frisco.—Effective and obeyed.
- ORDER NO. 128.—Ordering the Frisco to establish a spur switch to the elevator at Dacoma.—Reversed.
- ORDER NO. 129.—Denying application of W. R. Harper, et al., Foyil, vs. Frisco R. R. Co. asking for stopping of fast train No. 408.
- ORDER NO. 130.—Requiring the Rock Island R. R. Co. to install and maintain an agent at Greenfield. Effective and obeyed.

- ORDER NO. 131.—Requiring the Rock Island R. R. Co. to erect a depot at Dixon, Oklahoma.—Effective and obeyed.
- ORDER NO. 132.—Requiring the Rock Island to establish switch track at suitable point between Hobart and Lone Wolf.—Effective and obeyed.
- ORDER NO. 133.—Requiring the Santa Fe R. R. Co. to build switch track from main line or other switches in the town of Gage to the mill and elevator.—Reversed.
- ORDER NO. 134.—Requiring the Frisco R. R. Co. to build spur track from its main line to elevator in the town of Boynton.—Reversed.
- ORDER NO. 135.—Requiring the Frisco to stop trains Nos. 413 and 410 on flag at Spencer.—Effective and obeyed.
- ORDER NO. 136.—Dismissing complaint of W. E. Weathers, et al., against the Wichita Falls & Northwestern R. R. Co. asking for depot between Hollister and Harriston.
- ORDER NO. 137.—Requiring the M. K. & T. R. R. Co. to stop trains Nos. 21-22 on flag at the town of Norfolk.—Affirmed.—Effective and obeyed.
- ORDER NO. 138.—Requiring the M. K. & T. R. R. Co. to establish a telephone in the depot at Checotah.—Effective and obeyed.
- ORDER NO. 139.—Requiring the Oklahoma Central R. R. Co. to build a switch track at Womack.—Effective and obeyed.
- ORDER NO. 140.—Requiring public service corporations to file detailed statement of all revenues, etc.—Superseded by Order No. 201.
- ORDER NO. 141.—Prohibiting railroad or railway, or telegraph companies from changing passenger schedule, or discontinuing trains without order from the Commission.
- ORDER NO. 142.—Requiring the Rock Island and the Choctaw Northern R. R. Co.s to permit the Union Industrial Company to make physical connection with its main line of railroad at a point near Aline.—Appealed, dismissed.—Effective.
- ORDER NO. 143.—Requiring the K. C. M. & O. R. R. Co. to permit the Union Industrial Ry. Co. to connect its line of railroad at the town of Aline.—Appealed, dismissed.—Effective.

- ORDER NO. 144.—Requiring the Rock Island R. R. Co. to establish a street crossing at Blair and Winneview streets in the town of Geary.—Effective in part and annulled in part.
- ORDER NO. 145.—Requiring the Oklahoma Central Telephone Co. to permit the Mutual Telephone Co. to connect its local exchange at the town of Okeene.
- ORDER NO. 146.—Requiring the Quanah-Mangum Telephone Co. to permit physical connection of its long distance lines between Mangum and Quanah.—Effective and obeyed.
- ORDER NO. 147.—Requiring physical track connections.—Effective.
- ORDER NO. 148.—Relating to reporting of accidents on all railroads and street railway companies.—Effective.
- ORDER NO. 149.—Regulating rates for transmission of messages of telegraph companies.—Appeal of Western Union Telegraph Co.—Reversed in part, affirmed in part.
- ORDER NO. 150.—Requiring the Santa Fe R. R. Co. to build a depot at Bartlesville.—Effective and obeyed.
- ORDER NO. 151.—Requiring the Frisco R. R. Co. to maintain a private crossing near mile post 517, on the N. E. Quarter of Section 5, Township 13, Range 1 East.—Effective.
- ORDER NO. 152.—Dismissing complaint of D. C. Brown, et al., against the Frisco R. R. Co.
- ORDER NO. 153.—Amending Rule No. 6 of Order No. 96.—(Cancelled).
- ORDER NO. 154.—Requiring the Santa Fe R. R. Co. to erect a depot and establish switching facilities at a point near the State line between Texas and Oklahoma, in Ellis county.—Reversed.
- ORDER NO. 155.—Revoking Order No. 120.
- ORDER NO. 156.—Requiring telephone and telegraph companies to file invoice of each and every exchange and properties owned and operated by them.—Effective.
- ORDER NO. 157.—Cancelling a part of Rule No. 5 of Order No. 115.
- ORDER NO. 158.—Requiring the M. K. & T. R. R. Co. to stop trains Nos. 11 and 112 on flag at the town of Craig.—Affirmed.—Effective.
- ORDER NO. 159.—Requiring the St. Louis, Iron Mountain and Southern R. R. Co. to erect a depot in the town of Delaware.—Effective and obeyed.

- ORDER NO. 160.—Dismissing complaint of C. W. Stephens, Pawhuska, against the St. Louis, Iron Mountain and Southern R. R. Co. regarding wreck near Braggs, Oklahoma.
- ORDER NO. 161. Requiring the K. C. M. & O. R. R. Co. to build a depot at Dill City.—Effective and obeyed.
- ORDER NO. 162.—Requiring the Rock Island R. R. Co. to build a depot at Texola.—Effective and obeyed.
- ORDER NO. 163.—Requiring the Union City Telephone Co. and the Mustang Telephone Co. to make physical connection.—Effective and obeyed.
- ORDER NO. 164.—Requiring the Santa Fe R. R. Co. to install and maintain a telephone in the station at the town of Crescent.—Effective and obeyed.
- ORDER NO. 165.—Requiring the Rock Island R. R. Co. to build a depot and maintain an agent at the town of Stecker.—Effective and obeyed.
- ORDER NO. 166.—Requiring the Frisco R. R. Co. to maintain flag station at Valley.—Effective and obeyed.
- ORDER NO. 167.—Relating to demurrage and storage rules.—Effective.
- ORDER NO. 168.—Relating to rules and regulations covering the handling and movement of freight.—Effective.
- ORDER NO. 169.—Relating to rules governing the furnishing of cars for loading—Effective.
- ORDER NO. 170.—Relating to rules governing re-consignment of freight.—Effective.
- ORDER NO. 171.—Cancelling Order No. 10.
- ORDER NO. 172.—Dismissing complaint of G. W. Cooksey, et al., Rentiesville, against the M. K. & T. R. R. Co., asking for depot.
- ORDER NO. 173.—Requiring the M. O. & G. R. R. Co. to build a depot and maintain an agent at the town of Hichiti.—Effective and obeyed.
- ORDER NO. 174.—Dismissing Proposed Order No. 32.
- ORDER NO. 175.—Requiring the Frisco R. R. Co. to operate additional passenger train between Enid, Oklahoma, and Vernon, Texas.—Superseded by Order No. 381.
- ORDER NO. 176.—Relating to Proposed Order No. 33, to establish rates on hides.—Effective.
- ORDER NO. 177.—Relating to Proposed Order No. 41, providing regulations relative to amounts of cash fares which may be collected when passengers board trains without tickets.—See Orders 771 and 804.

- ORDER NO. 178.—Requiring the M. K. & T. R. R. Co. to build a depot at Hazel.—Effective and obeyed.
- ORDER NO. 179.—Requiring the Santa Fe R. R. Co. to install and maintain a telephone in its depot at the town of Orlando.—Effective and obeyed.
- ORDER NO. 180.—Requiring the M. K. & T. R. R. Co. to stop trains Nos. 21 and 22 on flag at the town of Wicher.—Effective and obeyed.
- ORDER NO. 181.—Requiring the St. Louis, Iron Mountain & Southern R. R. Co. to erect depot at Watova.—Effective and obeyed.
- ORDER NO. 182.—Requiring the Frisco R. R. Co. to build a small station at Spaulding.—Effective and obeyed.
- ORDER NO. 183.—Requiring the F. S. & W. R. R. Co. to move its depot at McCurtain to a point between McCurtain and Chant.—Effective and obeyed.
- ORDER NO. 184.—Requiring the Frisco R. R. Co. to extend track privileges to Charles Cottar's elevator at the town of Ames.—Reversed.
- ORDER NO. 185.—Requiring the Frisco R. R. Co. to build depot and establish shipping facilities at Ellis.—Effective and obeyed.
- ORDER NO. 186.—Denying petition of C. O. Hosman, et al., Goodwin, against the Santa Fe, asking for spur or switch track.
- ORDER NO. 187.—Imposing a fine of \$100.00 upon the Santa Fe for violation of Order No. 4, Sections 5-6-7.—(Reversed).
- ORDER NO. 188.—Requiring the Frisco R. R. Co. to stop trains Nos. 509-510 daily at the town of Fitzhugh.—Affirmed.—Effective and obeyed.
- ORDER NO. 189.—Requiring the Frisco R. R. Co. to operate an additional train on its line between Muskogee and Westville.—Appealed, dismissed.—Effective and obeyed.
- ORDER NO. 190.—Requiring the Geary Telephone Company to make physical connection with the rural line running into the town of Geary.—Effective and obeyed.
- ORDER NO. 191.—Dismissing request of the Shawnee Cotton Compress Company to be relieved from order on charges for compressing cotton.
- ORDER NO. 192.—Requiring the K. C. M. & O. R. R. Co. to build a depot at the town of Elmer.—Effective and obeyed.

- ORDER NO. 193.—Dismissing complaint of W. P. Buck, et al., of Wynona, against the M. K. & T. R. R. Co. asking for agent.
- ORDER NO. 194.—Dismissing complaint of W. L. Gilcrease, et al., of Wealaka against the Midland Valley R. R. Co. asking for depot at Wealaka.
- ORDER NO. 195.—Requiring the Santa Fe R. R. Co. to install and maintain a telephone station at its depot in the town of Marshall.—Effective and obeyed.
- ORDER NO. 196.—Denying complaint of citizens of Edmond asking for additional passenger train service on the Santa Fe R. R.
- ORDER NO. 197.—Requiring the Frisco R. R. Co. to bulletin night trains at Miami.—Effective and obeyed.
- ORDER NO. 198.—Requiring railroad companies to file documents affecting the transportation of freight and passengers.—Effective.
- ORDER NO. 199.—Ordering the A. T. & S. F. R. R. Co. to appear before the Commission.—Obeyed.—Obsolete.
- ORDER NO. 200.—Requiring the Frisco R. R. Co. to build freight and passenger depot at Cold Springs.—Effective and obeyed.
- ORDER NO. 201.—Prescribing and promulgating rules and regulations for the use of all “transportation companies, transmission companies,” etc.—Effective.
- ORDER NO. 202.—Amending Order No. 45, relating to rates on grain and grain products.—See Order No. 503.
- ORDER NO. 203.—Relating to express classification and rates.—Appealed.—Affirmed.—Pending in Fed. Court on appl. for injunction.
- ORDER NO. 204.—Requiring the Midland Valley R. R. Co. to provide facilities for watering stock in their shipping pens at Foraker, Oklahoma.—Effective.
- ORDER NO. 205.—Considering the Rock Island R. R. Co. and the Frisco R. R. Co. single line for the computation of rates.—Obsolete.
- ORDER NO. 206.—Requiring the Santa Fe to change name of its station at Douglas, Oklahoma, from Onyx to Douglas.—Reversed.
- ORDER NO. 207.—Directing the Marshal to turn on electric current used in buildings occupied by Commission, and ordering no further interference by Darwin Filtch or other persons.—Obeyed.—Obsolete.

- ORDER NO. 208.—Extending Order No. 55 by adding Rule 9, in regard to reinforced concrete fencing posts.—See Order No. 515.
- ORDER NO. 209.—Extending Order No. 63, by adding Rule 14, relating to rates on mixed shipments, etc.—See Order No. 666.
- ORDER NO. 210.—Requiring the Tishomingo Ice & Cold Storage Co. to comply with an agreement made with one J. F. Brennan.—Effective and obeyed.
- ORDER NO. 211.—Requiring St. L. I. M. & S. R. R. Co. to erect depot at Nowata, Oklahoma, etc.—Affirmed and effective.
- ORDER NO. 212.—Relating to the duties of railroad employees, especially depot agents. (Complaint dismissed).
- ORDER NO. 213.—Dismissing complaint of J. J. Harmon against the St. L. I. M. & S. R. R. Co. for failure to place cars.
- ORDER NO. 214.—Dismissing complaint of Arkansas Sand & Gravel Co., against St. L. I. M. & S. R. R. Co. in replacing cars.
- ORDER NO. 215.—Dismissing complaint of Vera State Bank vs. Santa Fe R. R. Co. without prejudice.
- ORDER NO. 216.—Requiring physical connections between Pioneer Telephone Co. and Grant County Rural Telephone Co. at Pond Creek.—Appealed.—Pending.
- ORDER NO. 217.—Requiring Santa Fe to provide certain accommodations for passengers at Wirt, Oklahoma.—Effective and obeyed.
- ORDER NO. 218.—Requiring the Frisco to provide facilities, as per agreement at the town of Park Hill.—Effective and obeyed.
- ORDER NO. 219.—Requiring the F. S. & W. R. R. Co. to construct a depot at Clearview.—Effective and obeyed.
- ORDER NO. 220.—Requiring Santa Fe to supply water for stock pens at Quinlan, Oklahoma.—Effective and obeyed.
- ORDER NO. 221.—Assessing \$100.00 fine against the Frisco for violation of Order No. 55, amended by Orders Nos. 115 and 157.—Effective.—Judgment satisfied.
- ORDER NO. 222.—Relating to excessive freight rates, requiring Frisco to pay costs, etc.—Obeyed.
- ORDER NO. 223.—Imposing fine of \$100.00 on the Santa Fe for violation of Order No. 168.—Affirmed and effective.—Reversed.
- ORDER NO. 224.—Imposing fine of \$25.00 on the Frisco for violation of Order No. 185.—Affirmed.—Judgment satisfied.

- ORDER NO. 225.—Imposing fine against the Frisco for violation of Orders Nos. 168 and 110.—Reversed.
- ORDER NO. 226.—Relating to supplying gas to the Edmond Gas Company. (Complaint dismissed).
- ORDER NO. 227.—Fixing scale of prices for the Ada Ice & Fuel Co.—Effective.
- ORDER NO. 228.—Relating to failure of the St. L. I. M. & S. R. R. Co. to furnish cars at Ft. Gibson. (Complaint dismissed).
- ORDER NO. 229.—Relating to M. K. & T. furnishing additional passenger train at Adair. (Complaint dismissed).
- ORDER NO. 230.—Requiring physical connection, Union City Telephone Co. and Mustang.—Effective and obeyed.
- ORDER NO. 231.—Requiring K. C. M. & O. R. R. Co. to maintain depot at West Cleo, Oklahoma.—Affirmed and effective.
- ORDER NO. 232.—Denying request for extra passenger service by the Santa Fe at Ripley.
- ORDER NO. 233.—Prescribing prices and regulations for the Mangum Ice & Cold Storage Co.—Effective and obeyed.
- ORDER NO. 234.—Requiring Frisco to stop certain trains on flag and to bulletin trains at Troy.—Effective and obeyed.
- ORDER NO. 235.—Imposing fine of \$100.00 on Pioneer Telephone Co. for violation of Order No. 101.—Affirmed.—Judgment satisfied.
- ORDER NO. 236.—Requiring the Western Union Telegraph Co. to file report.—Obeyed.—Obsolete.
- ORDER NO. 237.—Requiring Tulsa Street Ry. Co. to observe prescribed schedule for operating cars.—Reversed.
- ORDER NO. 238.—Requiring the K. C. S. Ry. Co. to maintain telegraph operator at its station at Gans.—Reversed.
- ORDER NO. 239.—Requiring Rock Island to maintain better accommodations at Fanshawe.—Appealed, dismissed, and order effective and obeyed.
- ORDER NO. 240.—Dismissing action to enforce P. O. 36.
- ORDER NO. 241.—Permitting Rock Island to remove depot at Texhoma.—Effective and obeyed.
- ORDER NO. 242.—Imposing fine of \$100.00 on the K. C. S. Ry. Co. for violation of Order No. 198.—Annulled.
- ORDER NO. 243.—Requiring the Frisco to stop certain trains at Cameron, Oklahoma.—Reversed.

- ORDER NO. 244.—Requiring Midland Valley R. R. Co. to build depot at San Bois Switch.—Appealed, dismissed. Order obeyed.
- ORDER NO. 245.—Requiring the Frisco to build depot at Catale.—Effective and obeyed.
- ORDER NO. 246.—Prohibiting certain discriminations in long and short hauls.—Effective.
- ORDER NO. 247.—Requiring the M. K. & T. to install telephone in station at Welch.—Nullified and telephone installed.
- ORDER NO. 248.—Fixing price for telephone service in town of Purcell.—Effective.
- ORDER NO. 249.—Requiring physical connection between the Home Enterprise Telephone Co. and the Independent Telephone Co. at Mooreland.—Effective and obeyed.
- ORDER NO. 250.—Requiring the M. K. & T. R. R. Co. to construct depot at Adamson.—Effective and obeyed.
- ORDER NO. 251.—Requiring the K. C. M. & O. R. R. Co. to maintain telephone in depot at Thomas.—Effective and obeyed.
- ORDER NO. 252.—Considering the K. C. M. & O. Ry. Co. and the K. C. M. & O. Co. of Texas as one line for the application of certain rules and regulations.—Effective.
- ORDER NO. 253.—Prescribing amount of passenger fare to be charged by the Shawnee-Tecumseh Interurban Co.—Superseded by Order No. 684.
- ORDER NO. 254.—Imposing a fine of \$100.00 on the Santa Fe for violation of Order No. 45.—Reversed and dismissed.
- ORDER NO. 255.—Requiring one Nathan Sass to observe certain rules in delivering ice in the town of Marietta.—Effective.
- ORDER NO. 256.—Requiring one D. B. Hull to observe certain rules in delivering ice at Pauls Valley.—Effective.
- ORDER NO. 257.—Dismissing request that Western Union Telegraph Co. install office at Mazie.
- ORDER NO. 258.—Requiring the M. K. & T. R. R. Co. to maintain switch at Jones Spur.—Appealed, dismissed.—Effective and obeyed.
- ORDER NO. 259.—Requiring a union depot at the town of Durant.—Affirmed and effective.
- ORDER NO. 260.—Requiring the Santa Fe to build depot at Stillwater.—Affirmed.

- ORDER NO. 261.—Requiring interchange of service between the Independent Telephone Co. and the Union Mutual Telephone Co. at the town of Cestos.—Effective.
- ORDER NO. 262.—Requiring the Frisco to build sidewalks and remove depot at town of Taneha.—Effective and obeyed.
- ORDER NO. 263.—Imposing fine of \$10.00 on the Traders' Compress Co. for violation of Order No. 153.—Effective.—Judgment satisfied.
- ORDER NO. 264.—Requiring the M. K. & T. R. R. Co. to install depot at Alsuma.—Effective and obeyed.
- ORDER NO. 265.—Requiring public service corporations to maintain general offices in Oklahoma.—Effective.
- ORDER NO. 266.—Requiring the M. K. & T. R. R. Co. to maintain depot at Redbird.—Effective and obeyed.
- ORDER NO. 267.—Requiring the Pullman Co. to file copy of certain rules and charges.—Obeyed.—Obsolete.
- ORDER NO. 268.—Directing the Frisco to bulletin night trains at town of Poteau.—Effective.
- ORDER NO. 269.—Requiring the M. O. Pacific R. R. Co. to make certain changes in its crossings at Vian.—Effective and obeyed.
- ORDER NO. 270.—Requiring the American Express Co. to maintain an agent at Mazie.—Effective.
- ORDER NO. 271.—Dismissing complaint against the Modern Telephone Co. of Mayfield, Oklahoma.
- ORDER NO. 272.—Request for additional train service by the K. C. M. & O. R. R. Co. at Carmen. (Dismissed).
- ORDER NO. 273.—Dismissing request for a telephone in Frisco depot at Casey.
- ORDER NO. 274.—Requiring the United States Express Co. to receive and deliver packages to the business houses of Duncan.—Effective.
- ORDER NO. 275.—Requiring Midland Valley R. R. Co. to comply with Order No. 244.—Re-affirming Order No. 244.—Effective.
- ORDER NO. 276.—Requiring the Frisco to install temporary depot facilities at McWillie.—Effective and obeyed.
- ORDER NO. 277.—Establishing crossing for the M. K. & T. R. R. Co. and the Frisco at Duncan.—Effective and obeyed.
- ORDER NO. 278.—Complaint against Rock Island for obstructing natural flow of water in Kingfisher county near Kingfisher Creek.—Dismissed.

- ORDER NO. 279.—Recognizing the Rock Island and the Frisco as separate lines, entitled to application of two line rates, and cancelling Order No. 205.
- ORDER NO. 280.—Requiring Santa Fe to maintain certain crossings in Woodward.—Reversed.
- ORDER NO. 281.—Application for extra train service at Foyil dismissed.
- ORDER NO. 282.—Request that the "Fast Mail" and "Katy Flyer" stop at Pryor Creek.—(Dismissed).
- ORDER NO. 283.—Complaint against M. K. & T. for overflow water, dismissed.
- ORDER NO. 284.—Complaint of Canadian Valley Farmers' Telephone Co.—Dismissed.
- ORDER NO. 285.—Dismissing complaint of owners of telephone line "O" against Quay Rural Tele. Co.
- ORDER NO. 286.—Requiring daily passenger service by the Santa Fe between Manchester and Blackwell.—Affirmed and effective.
- ORDER NO. 287.—Imposing fine of \$500.00 against the Santa Fe for violation of Order No. 167.—Annulled in so far as complaint affected interstate shipments on payment of costs.
- ORDER NO. 288.—Order certifying record in Enid Telephone case.
- ORDER NO. 289.—Exempting the K. C. M. & O. R. R. Co. from the two cent rate.—Effective.
- ORDER NO. 290.—Requiring the Santa Fe to stop passenger trains 113-114 at Belva on flag.—Affirmed and effective.
- ORDER NO. 291.—Imposing a fine of \$5.00 on the Santa Fe R. R. Co. for violation of Paragraph 7, Order No. 4.—Effective.—Judgment satisfied.
- ORDER NO. 292.—Assessing two fines, \$10.00 each, against the M. K. & T. R. R. Co. for violation of Order No. 4.—Effective.—Judgment satisfied.
- ORDER NO. 293.—Requiring the St. L. I. M. & S. R. R. Co. to open certain streets in the town of Claremore.—Effective and obeyed.
- ORDER NO. 294.—Requiring the St. L. I. M. & S. R. R. Co. to stop passenger trains Nos. 105-106 at Hanson.—Effective and obeyed.
- ORDER NO. 295.—Requiring the Western Union Telegraph Co. to keep its office at the M. K. & T. depot in the town of Coalgate open until 10 o'clock P. M.—Reversed.
- ORDER NO. 296.—Dismissing complaint of C. F. Ford & Son against the K. C. S. R. R. Co.

- ORDER NO. 297.—Imposing a fine of \$100.00 against the Santa Fe for violation of Order No. 168.—Reversed.
- ORDER NO. 298.—Imposing a fine of \$200.00 against the St. L. I. M. & S. R. R. Co. for violation of Order No. 4.—Effective.—Judgment satisfied.
- ORDER NO. 299.—Requiring the M. K. & T. R. R. Co. to provide shelter for passengers at Wekiwa.—Effective and obeyed.
- ORDER NO. 300.—Dismissing complaint of C. B. Bee against the Frisco R. R. Co.
- ORDER NO. 301.—Dismissing complaint of C. B. Bee against the Santa Fe R. R. Co.
- ORDER NO. 302.—Dismissing complaint of C. B. Bee against the Santa Fe.
- ORDER NO. 303.—Dismissing complaint of E. J. Briggs against the Santa Fe.
- ORDER NO. 304.—Dismissing complaint of C. B. Bee against the Midland Valley Railroad Co.
- ORDER NO. 305.—Requiring the Ochelata Water Company to keep its stand pipe in the town of Ochelata supplied with water.—Effective.
- ORDER NO. 306.—Dismissing complaint of George P. Player against the Western Union Telegraph Co.
- ORDER NO. 307.—Dismissing complaint of George P. Player against the Postal Telegraph Co.
- ORDER NO. 308.—Requiring the St. L. I. M. & S. R. R. Co. and the M. K. & T. R. R. Co. to build union depot at South Coffeyville.—Effective and obeyed.
- ORDER NO. 309.—Requiring the defendant to pay all costs in case of Plainsifter Milling Co. against the Frisco R. R. Co.—Effective.—Judgment satisfied.
- ORDER NO. 310.—Requiring Train No. 91 on the M. K. & T. to depart from Cleveland, Oklahoma. instead of Osage, Oklahoma.—Appeal dismissed.
- ORDER NO. 311.—Making division point for way freights on the M. K. & T., Cleveland instead of Osage, Oklahoma.—Appeal dismissed.
- ORDER NO. 312.—Requiring the M. K. & T. R. R. Co. to operate division terminals at Cleveland, instead of Osage, Oklahoma.—Appeal dismissed.
- ORDER NO. 313.—Imposing a fine of \$200.00 on the St. L. I. M. & S. R. R. Co. for failure to submit plans.—Effective.—Judgment satisfied.

- ORDER NO. 314.—Dismissing complaint of Henry Willmering against Western Union Telegraph Co.
- ORDER NO. 315.—Dismissing complaint of Henry Willmering against the Rock Island Co.
- ORDER NO. 316.—Dismissing complaint of John T. May, Ochelata, against the Santa Fe R. R. Co.
- ORDER NO. 317.—Imposing fine of \$200.00 against the Santa Fe for violation of Order No. 168.—Affirmed.—Judgment satisfied.
- ORDER NO. 318.—Requiring the Santa Fe to make changes and improvements in stock pens at Alva.—Effective and obeyed.
- ORDER NO. 319.—Requiring the Frisco to stop trains Nos. 407 and 408 on flag at Davenport.—Affirmed and effective.
- ORDER NO. 320.—Requiring public service corporations to give proper change.—Effective.
- ORDER NO. 321.—Requiring all express companies in the State to file tariffs.—Effective.
- ORDER NO. 322.—Permitting the Broken Arrow Telephone Co. to increase its rates.—Effective.
- ORDER NO. 323.—Exempting the Clinton, Oklahoma Western R. R. Co. from Section 37, of Article 9. of the Constitution of Oklahoma.—Effective.
- ORDER NO. 324.—Dismissing complaint of G. W. Thomas, et al., Norge, against the Western Union Telegraph Co.
- ORDER NO. 325.—Dismissing complaint of Beaver County Co-Operative Association of America against the Rock Island, for violation of Order No. 167.
- ORDER NO. 326.—Imposing a fine of \$50.00 against the Frisco R. R. Co. for violation of Order No. 168.—Judgment satisfied.
- ORDER NO. 327.—Requiring the M. K. & T. R. R. Co. to provide separate waiting rooms for its white and colored passengers, in the town of Meridian.—Effective.
- ORDER NO. 328.—Requiring joint switch track connection between the Frisco and the M. O. & G. R. R. Co.'s, at the junction point between Crekola and Muskogee.—Effective.
- ORDER NO. 329.—Requiring the Santa Fe to re-open crossing at Tangier, Oklahoma.—Appealed, dismissed.—Effective.
- ORDER NO. 330.—Requiring the Geary Ice & Light Co. to keep plant clean.—Effective.
- ORDER NO. 331.—Denying complaint of Frank Alexander, et al., Carter, against Wichita Falls & Northwestern R. R. Co.

- ORDER NO. 332.—Dismissing complaint of Altus Alfalfa Milling Co. against the Frisco.
- ORDER NO. 333.—Requiring the Frisco to provide depot at Oseuma.—Effective.
- ORDER NO. 334.—Denying petition of H. M. Williams, Chairman Commercial Club, Wellston, asking for extra train service on Frisco.
- ORDER NO. 335.—Imposing fine of \$50.00 against the St. L. I. M. & S. R. R. Co. for violation of Order No. 269.—Reversed.
- ORDER NO. 336.—Requiring the M. K. & T. R. R. Co. to maintain agent at its depot at Phillips.—Affirmed and effective.
- ORDER NO. 337.—Dismissing complaint of Citizens of Willow against the W. F. & N. W. R. R. Co.
- ORDER NO. 338.—Requiring the Altus, Wichita Falls & Hollis R. Co. to establish depot at Duke.—Effective.
- ORDER NO. 339.—Requiring the El Reno Water Co. to increase its supply of water in the City of El Reno.—Effective.
- ORDER NO. 340.—Repealing Orders Nos. 96 and 153.—Effective.
- ORDER NO. 341.—Relating to charges for transportation of excess baggage.—Effective.
- ORDER NO. 342.—Modifying Order No. 177.—(Opinion.)—Effective.
- ORDER NO. 343.—Amending and modifying Order No. 177.—Effective.
- ORDER NO. 344.—Denying petition of J. P. Martin, et al., Cleveland, against the M. K. & T. R. R. Co. asking for re-hearing.
- ORDER NO. 345.—Requiring the Rock Island and the K. C. S. R. Co. to improve depot at Howe.—Effective and obeyed.
- ORDER NO. 346.—Requiring the Frisco to stop trains Nos. 3-4 on flag at Eubanks.—Effective.
- ORDER NO. 347.—Requiring the St. L. I. M. & S. R. R. Co. to maintain cattle guard at Sallisaw.—Effective.
- ORDER NO. 348.—Requiring the Twin Valley Telephone Co. to equip office for day and night service at Morrison.—Reversed.
- ORDER NO. 349.—Requiring physical connection between the Tribby-Murdock Telephone Co. and the Purcell-Lexington Co.—Effective.
- ORDER NO. 350.—Requiring the Frisco to maintain flag stations at street crossings in the town of Lawton.—Effective as modified.

- ORDER NO. 351.—Assessing fine of \$100.00 against Ochelata Water Company.—Effective.—Cancelled.
- ORDER NO. 352.—Requiring all railroads to print amount of fares on tickets.—Effective.
- ORDER NO. 353.—To regulate electric wire crossings over railroads.—Effective.
- ORDER NO. 354.—Requiring Pioneer Telephone & Telegraph Company to give complainant service.—Effective.
- ORDER NO. 355.—Requiring opening of train coach doors.—Reversed.
- ORDER NO. 356.—Dismissing complaint for physical telephone connections at Byron.—Reversed and remanded.—Pending.
- ORDER NO. 357.—Dismissing complaint for physical telephone connections at Cherokee.
- ORDER NO. 358.—Permitting special freight rates on cement.—Effective.
- ORDER NO. 359.—Requiring farm crossing.—Effective.
- ORDER NO. 360.—Exempting the F. S. & W. R. R. Co. from rate orders.
- ORDER NO. 361.—Granting authority to Frisco to run Demonstration train.
- ORDER NO. 363.—Dismissing complaint for depot at Willow.—Superseded by Order No. 481.
- ORDER NO. 364.—Re-affirming Order No. 338.
- ORDER NO. 365.—Re-affirming Order No. 331.
- ORDER NO. 366.—Re-affirming Order No. 337.—Reversed.
- ORDER NO. 367.—Requiring the filing of reports by railroads.—Effective.
- ORDER NO. 368.—Requiring night agent at Dustin.—See Order No. 394.
- ORDER NO. 369.—Requiring the building of depot at Bilby.—Effective and obeyed.
- ORDER NO. 370.—Requiring agent at Tiawah.—Effective and obeyed.
- ORDER NO. 371.—Granting tentative authority to raise telephone rates at Erick.—Effective.
- ORDER NO. 372.—Fixing location of freight depot at Okmulgee.—Effective.
- ORDER NO. 373.—Requiring filing of tariff indices.—Effective.
- ORDER NO. 374.—Requiring Oklahoma Gas & Electric Co. to cease discriminations.—Effective.
- ORDER NO. 375.—Fixing rates for gas service at Gotebo.—Effective.
- ORDER NO. 376.—Assessing fine of \$100.00 against the K. C. So. Ry. Co.—Effective.—Judgment satisfied.

- ORDER NO. 377.—Assessing fine of \$500.00 against the A. T. & S. F. Ry. Co.—Affirmed.—Judgment satisfied.
- ORDER NO. 378.—Requiring Weleetka Light & Water Company to furnish adequate supply of wholesome water.—Effective.
- ORDER NO. 379.—Denying supersedeas.
- ORDER NO. 380.—Requiring Consumers Gas Company to supply gas to citizens of Miami.—Effective.
- ORDER NO. 381.—Affecting train service between Enid and Clinton.—Nullified by approval of change of schedule.
- ORDER NO. 382.—Class and Commodity rates.—Affirmed.
- ORDER NO. 383.—Requiring spur track to elevator at Gracemont.—Effective.
- ORDER NO. 384.—Assessing fine of \$50.00 against the St. L. I. M. & S. Ry. Co. for violation of Order No. 177.—Effective.—Judgment satisfied.
- ORDER NO. 385.—Dismissing complaint on flat cotton being hauled by compress.
- ORDER NO. 386.—Dismissing complaint on flat cotton being hauled by compress.
- ORDER NO. 387.—Requiring spur track to gin at South Cold Springs.—Effective.
- ORDER NO. 388.—Requiring depot at Millerton.—Effective and obeyed.
- ORDER NO. 389.—Requiring track crossing at Muskogee.—Appeal dismissed.—Order effective.
- ORDER NO. 390.—Assessing fine of \$100.00 against the M. O. & G. Ry. Co.—Cancelled.
- ORDER NO. 391.—Dismissing complaint for violation of Order No. 4.
- ORDER NO. 392.—Switching rates.—Superseded by Order No. 440.
- ORDER NO. 393.—Telephone connections, cancelled by Order No. 434.
- ORDER NO. 394.—Re-affirming Order No. 368 relating to night agent at Dustin.
- ORDER NO. 395.—Requiring M. O. & G. Ry. Co. to maintain side track and prepay station at Kemp City.—Effective.
- ORDER NO. 396.—Requiring free connections between the Mustang Telephone Co. and the Union City Telephone Co.—Effective.
- ORDER NO. 397.—Requiring the St. L. I. M. & S. Ry. Co. to build depot at Braggs.—Effective.
- ORDER NO. 398.—Requiring switching and flag stops on Rock Island at Orienta.—Modified by Order No. 441 and effective.

- ORDER NO. 399.—Requiring Frisco R. R. Co. to build depot at Tahlequah.—Affirmed and effective.
- ORDER NO. 400.—Denying petition for agent at Spaulding.
- ORDER NO. 401.—Denying petition for depot at Capitol Hill.
- ORDER NO. 402.—Requiring flag stops of trains at Cameron.—Reversed.
- ORDER NO. 403.—Denying petition for opening streets at Bennington.
- ORDER NO. 404.—Dismissing citation against the Frisco on complaint from Roosevelt.
- ORDER NO. 405.—Requiring telegraph service at Poteau.—Order modified to permit telephone service in lieu of telegraph service.—Effective.
- ORDER NO. 406.—Requiring Quapaw Gas Company to render service at Welch.
- ORDER NO. 407.—Dismissing complaint for telegraph service at Greenfield.
- ORDER NO. 408.—Requiring viaducts on Frisco in Tulsa county.—Appeal dismissed.—Order effective.
- ORDER NO. 409.—Fixing rates for charge of gas service in Shawnee.—Reversed. See Order No. 751.
- ORDER NO. 410.—Fixing rates for electrical service in Sulphur.—Effective.
- ORDER NO. 411.—Consolidated in Order No. 409 and dismissed.
- ORDER NO. 412.—Regulating telephone service at Wagoner.—Effective.
- ORDER NO. 413.—Dismissing complaint for train service at Kildare.
- ORDER NO. 414.—Denying petition for removal of depot at Lawrie.
- ORDER NO. 415.—Dismissing complaint on gas rates at Enid.
- ORDER NO. 416.—Dismissing citation against A. T. & S. F. Ry. Co., complaint of E. J. Coyle.
- ORDER NO. 417.—Dismissing citation against the A. T. & S. F. Ry. Co. on removal of depot at Lawrie.
- ORDER NO. 418.—Assessing fine of \$100.00 against the A. T. & S. F. Ry. Co., complaint of E. J. Coyle.—Affirmed.—Judgment satisfied.
- ORDER NO. 419.—Dismissing complaint on gas service at Ardmore.
- ORDER NO. 420.—Requiring St. L. I. M. & S. Ry. Co. to build depot at Ross.—Effective.
- ORDER NO. 421.—Dismissing complaint on gas service at Guthrie.
- ORDER NO. 422.—Requiring water service at Purcell.—Effective.
- ORDER NO. 423.—Dismissing complaint on gas service at Guthrie.
- ORDER NO. 424.—Denying petition for shipping facilities at Upton.
- ORDER NO. 425.—Assessing fine of \$500.00 against the St. L. & S. F. R. R. Co., complaint of E. J. Coyle.—Reversed.

- ORDER NO. 426.—Requiring valuation reports of Pipe Line Companies.—Effective.
- ORDER NO. 427.—Denying petition for stock scales at Cashion.
- ORDER NO. 428.—Requiring additional train service on Rock Island between Geary and Oklahoma City.—Nullified by subsequent approval of change of schedule.
- ORDER NO. 429.—Requiring filing of schedule of charges of telephone companies.—Effective.
- ORDER NO. 430.—Dismissing complaint on gas service at Shawnee.—Relief granted under Order No. 409.
- ORDER NO. 431.—Requiring building of depot at Sallisaw.—Affirmed.
- ORDER NO. 432.—Granting authority to run Demonstration Train.—Obsolete.
- ORDER NO. 433.—Dismissing, for want of jurisdiction, application of Poteau Valley Railroad to be permitted to lease to the K. C. So. Railway Company.
- ORDER NO. 434.—Dismissing Cyril telephone case on stipulation of adjustment.
- ORDER NO. 435.—Granting authority to run Demonstration Train.—Obsolete.
- ORDER NO. 436.—Requiring the stopping of street cars at certain streets in Oklahoma City.—Effective.
- ORDER NO. 437.—Live stock rates.—Affirmed.
- ORDER NO. 438.—Exempting the Poteau Valley Railroad from the operation of the two cent fare law.
- ORDER NO. 439.—Requiring the Shawnee-Tecumseh Traction Company to issue transfers.—Effective.
- ORDER NO. 440.—Promulgating switching rates.—Effective.
- ORDER NO. 441.—Modifying Order No. 398 relating to switch track at Orienta.—Effective.
- ORDER NO. 442.—Requiring the Midland Valley Railroad Company to build depot at Briartown.—Affirmed.
- ORDER NO. 443.—Regulating telephone service at Morrison.—Effective.
- ORDER NO. 444.—Requiring platform and flag stops between Guthrie and Meridian.—Effective.
- ORDER NO. 445.—Requiring Oklahoma Gas & Electric Company to charge only for actual amount of gas used in excess of minimum.—Effective.
- ORDER NO. 446.—Dismissing on stipulation, proposed order relating to through tickets.
- ORDER NO. 447.—Dismissing complaint against Ginners at Lone Wolf.
- ORDER NO. 448.—Dismissing complaint for drainage at Miami.

- ORDER NO. 449.—Dismissing citation against Purcell-Lexington Telephone Company.
- ORDER NO. 450.—Requiring grade crossing, lights, etc., at Stroud.—Effective.
- ORDER NO. 451.—Assessing fine of \$100.00 against Pauls Valley Ice Company.—Cancelled.
- ORDER NO. 452.—Requiring train stops at Addington.—Annulled by Order No. 471.
- ORDER NO. 453.—Assessing fine of \$1.00 against Frisco.—Effective.—Judgment satisfied.
- ORDER NO. 454.—Requiring freight and passenger rooms enlarged at Hunter.—Effective.
- ORDER NO. 455.—Requiring switch track and flag stops at McQueen.—Effective.
- ORDER NO. 456.—Dismissing complaint for drainage at Navina.
- ORDER NO. 457.—Requiring Home Enterprise Telephone Company to rebuild its line between Woodward and Alva with copper wire.—Effective.
- ORDER NO. 458.—Judgment for costs against Purcell Compress Company.—Cancelled.
- ORDER NO. 459.—Dismissing Proposed Order to Oklahoma Natural Gas Company to require installation of meters.—
- ORDER NO. 460.—Requiring depot at Eram.—Affirmed.—Effective.
- ORDER NO. 461.—Assessing fine of \$1.00 against the Rock Island.—Annulled by Order No. 465.
- ORDER NO. 462.—Dismissing complaint for viaduct at Guthrie.—Reversed.
- ORDER NO. 463.—Dismissing citation against Purcell-Lexington Telephone Company.
- ORDER NO. 464.—Requiring improvement of water service of Bartlesville Light & Water Company.—Effective
- ORDER NO. 465.—Annuling Order No. 461 which assessed fine against Rock Island.
- ORDER NO. 466.—Assessing fine of \$500.00 against the G. C. S. F. Ry. Co.—Fine reduced.—Affirmed.
- ORDER NO. 466½.—Assessing fine of \$50.00 against the Frisco.—Effective.—Cancelled.
- ORDER NO. 467.—Private telephone service at Supply.—Effective.
- ORDER NO. 467½.—Assessing fine of \$100.00 against A. T. & S. F. Ry. Co.—Reversed.
- ORDER NO. 468.—Requiring waiting room and freight room enlarged at Lamont.—Effective.
- ORDER NO. 468½.—Requiring Consumers Gas Company to build gas pipe line into Afton.—Effective.

- ORDER NO. 469.—Requiring water in stock pens at Fairview.—Effective.
- ORDER NO. 469½.—Assessing fine of \$50.00 against K. C. M. & O. Ry. Co.—Fine remitted.
- ORDER NO. 470.—Requiring building of depot at Idabel.—Effective.
- ORDER NO. 470½.—Assessing fine of \$200.00 against Frisco.—Reversed.
- ORDER NO. 471.—Modifying order relative to train service at Addington.—Effective.
- ORDER NO. 471½.—Assessing fine of \$50.00 against Frisco.—Judgment satisfied.
- ORDER NO. 472.—Dismissing complaint on service of Comanche Light and Ice Company.
- ORDER NO. 473.—Assessing fine of \$25.00 against A. T. & S. F. Ry. Co.—Affirmed.—Judgment satisfied.
- ORDER NO. 474.—Assessing fine of \$25.00 against St. L. I. M. & S. R. R. Co.—Effective.—Judgment satisfied.
- ORDER NO. 475.—Assessing fine of \$15.00 against W. F. & N. W. Ry. Co.—Cancelled.
- ORDER NO. 476.—Assessing fine of \$50.00 against the St. L. I. M. & S. R. R. Co.—Effective.—Judgment satisfied.
- ORDER NO. 477.—Requiring train stops at Stevens Spur.—Effective.
- ORDER NO. 478.—Dismissing complaint for street crossings.
- ORDER NO. 479.—Dismissing complaint for freight station at Banner.
- ORDER NO. 480.—Dismissing complaint for telephone in depot at Banner.
- ORDER NO. 481.—Requiring switch at Willow.—Effective.
- ORDER NO. 482.—Re-affirming Order No. 450, requiring crossing and facilities at Stroud.—Effective.
- ORDER NO. 483.—Requiring physical telephone connection at Braman.—Effective.
- ORDER NO. 484.—Dismissing citation against A. T. & S. F. Ry. Co.
- ORDER NO. 485.—Assessing fine of \$250.00 against Frisco.—Cancelled.
- ORDER NO. 486.—Dismissing complaint for side walks on Frisco right-of-way.
- ORDER NO. 487.—Requiring depot at Hodgen.—Effective.
- ORDER NO. 488.—Rates for gas light service at Poteau.—Effective.
- ORDER NO. 489.—Dismissing complaint for improved telephone service at Luther.
- ORDER NO. 490.—Dismissing citation against Rock Island on complaint of W. W. Pierce.
- ORDER NO. 491.—Relating to passes to baggage agents.—Effective.

- ORDER NO. 492.—Dismissing citation against Rock Island, complaint McAlester Pulp Plaster Company.
- ORDER NO. 493.—Dismissing citation against Frisco, complaint of J. F. Standifer.
- ORDER NO. 494.—Dismissing citation against A. T. & S. F., complaint A. E. Fennimore, conditioned upon payment of costs by defendant.
- ORDER NO. 495.—Requiring train connections at Crowder.—Effective.
- ORDER NO. 496.—Assessing fine of \$25.00 against Rock Island.—Cancelled.
- ORDER NO. 497.—Making Order No. 491 applicable to Rock Island.—Effective.
- ORDER NO. 498.—Making Order No. 491 applicable to Santa Fe.
- ORDER NO. 499.—Making Order No. 491 applicable to Frisco.
- ORDER NO. 500.—Extending time for completion of depot required at Nowata by Order No. 211.—Effective.

ORDERS ISSUED JULY 1, 1911 TO JUNE 30, 1912

- ORDER NO. 501.—Prescribing rules, regulations and requirements governing movement and handling of freight and assessment of charges.—Effective.
- ORDER NO. 502.—Prescribing rules, regulations and requirements governing the movement and assessment of charges upon coal and coke.—Effective.
- ORDER NO. 503.—Prescribing rules, regulations and requirements in re grain, grain products, hay, etc.—Effective.
- ORDER NO. 504.—Ordering Tishomingo Ice & Cold Storage Company to cease discriminaton and regulating charges, weight and delivery.—Effective.
- ORDER NO. 505.—Regulating ice delvery in Oklahoma City.—Effective.
- ORDER NO. 506.—Denying petition for train service, Choctaw City.
- ORDER NO. 507.—Regulating private cars and special baggage cars.—Effective.
- ORDER NO. 508.—For improved telegraph service—Greenfield.—Effective.
- ORDER NO. 509.—Prescribing rules, regulations and requirements governing movement and assessment of charges on petroleum and its products.—Affirmed and effective.
- ORDER NO. 510.—Postponing effective date of Order 507.

- ORDER NO. 511.—Ordering M. O. & G. to build depot a Sand Switch.—Effective.
- ORDER NO. 512.—Ordering M. K. & T. to stop fyer at Caddo.—Cancelled Feb. 26, 1912 by Order 574.
- ORDER NO. 513.—Ordering St. L. & S. F. R. R. Co. to build underground crossing at Durant.—Suspended.
- ORDER NO. 514.—Ordering K. C. M. & O. Ry. to permit W. F. & N. W. Ry. to construct crossing at Altus.—Effective.
- ORDER NO. 515.—Prescribing rules, regulations and requirements governing movement and assessment of charges on asphalt, brick, sand, stone and other building and road materials.—Effective.
- ORDER NO. 516.—Prescribing rules, regulations and requirements in re forest products.—Effective.
- ORDER NO. 517.—Requiring report of passenger train performance.—Effective.
- ORDER NO. 518.—Making additions and corrections to Orders No: 382 and 437.—Effective.
- ORDER NO. 519.—Making further additions and corrections to Orders No. 382 and 437.—Effective.
- ORDER NO. 520.—Ordering M. K. & T. to move switch from Appalachia to Penola, to put depot at Penola and to stop trains on flag.—Amended by Order No. 533.
- ORDER NO. 521.—Ordering M. K. & T. and St. L. & S. F. to make physical connection at Hallett.—Effective.
- ORDER NO. 522.—Imposing fine on United States Ex. Co. for failure to file tariffs.—Judgment satisfied.
- ORDER NO. 522½.—Ordering St. L. I. M. & S. Ry. to open crossing on Maple Avenue, Ft. Gibson.—Effective.
- ORDER NO. 523.—Denying petition for flag stop of trains at Ayetla.
- ORDER NO. 524.—Ordering Muskogee Electric Traction Company to operate trailers for colored persons during certain hours.—Effective.
- ORDER NO. 525.—Ordering St. L. & S. F. to build depot at Hobart.—Modified and obeyed.
- ORDER NO. 526.—Ordering United States Ex. Co. to maintain up-town office at Hobart.—Affirmed and obeyed.
- ORDER NO. 527.—Ordering St. L. & S. F. to improve passenger equipment on certain trains through Clinton and Hobart.—Effective.
- ORDER NO. 528.—Denying application of St. L. & S. F. to abolish negro waiting room at Jennings.

- ORDER NO. 529.—Ordering Washita Electric Power Co. to operate plant night and day and authorizing advance in rates.—Effective.
- ORDER NO. 530.—Ordering Harris Irby Cotton Co. to gin cotton at Geary and prescribing rates.—Effective.
- ORDER NO. 531.—Ordering Pioneer T. & T. Co. to improve service at Muskogee and adjusting rates.—Modified and affirmed.
- ORDER NO. 532.—Ordering physical connection Willow Tel. Co. and Mangum Tel. Co. at Brinkman.—Effective.
- ORDER NO. 533.—Modifying Order 520 to relieve the M. K. & T. from building depot at Penola.
- ORDER NO. 534.—Requiring Okla. G. & E. Company to make extensions in Edgmont and Bath Orchard additions.
- ORDER NO. 535.—Requirng Okla. G. & E. Co. to make extensions in Young's Englewood Addition.
- ORDER NO. 536.—Dismissing complaint against C. R. I. & P. on violation of Order No. 4.
- ORDER NO. 537.—Modifying Order 526 as to pick up service of money packages.
- ORDER NO. 538.—Ordering Oklahoma Ry. Co. to extend half fare to Parochial School students.—Affirmed.
- ORDER NO. 539.—Requiring Oklahoma Ry. Co. to operate cars without unreasonable interruption, delay or discomfort.—Effective.
- ORDER NO. 540.—Imposing fine of \$500.00 against M. K. & T. for violation of Order 367.—Cancelled.
- ORDER NO. 541.—Dismissing complaint against M. O. & G. for violation of Order 168.—Cancelled.
- ORDER NO. 542.—Dismissing complaint against M. O. & G. for violation of Order 168.—Cancelled.
- ORDER NO. 543.—Ordering M. K. & T. to build viaduct at Caddo.—Cancelled Feb. 26, 1912 by Order 574.
- ORDER NO. 544.—Dismissing petition for train stop M. K. & T. at Witcher.
- ORDER NO. 545.—Permitting Choctaw Ry. & Lighting Co. to demand deposit or bond to secure payment of bills.
- ORDER NO. 546.—Imposing fine of \$150.00 on St. L. & S. F. R. R. for violation of Order 437.—Cancelled.
- ORDER NO. 547.—Permitting Okla. Gas & Elec. Co. to require deposit or bond to secure payment of bills.
- ORDER NO. 548.—Imposing fine of \$25.00 on Okla. Ry. Co. for violation of Order 436.—Judgment satisfied.

- ORDER NO. 549.—Relieving St. L. & S. F. R. R. from Order 319 requiring certain train stops at Davenport.
- ORDER NO. 550.—Dismissing complaint against G. C. & S. F. and A. T. & S. F. for increased train service via Shawnee.
- ORDER NO. 551.—Approving terminal switch agreement between Okla. City Junction Ry. and the St. L. & S. F. at Oklahoma City.
- ORDER NO. 552.—Approving terminal switch agreement between City of Muskogee and M. K. & T. Ry.
- ORDER NO. 553.—Transmitting findings of fact and recommendations to the Supreme Court in the Express Rate Case.
- ORDER NO. 554.—Requiring Consumers Gas Company to furnish gas to Okla. Lead & Zinc Mining & Milling Co. and prescribing rates.—Effective.
- ORDER NO. 555.—Dismissing application for agent at Clearview on Ft. S. & W. R. R.
- ORDER NO. 556.—Dismissing complaint against M. O. & G. for violation of Order 168.
- ORDER NO. 557.—Ordering Mid. Val. & M. K. & T. Ry. Cos. to build viaduct at First Street, Tulsa.—Reversed.
- ORDER NO. 558.—Requiring Okla. Ry. Co. to provide walks from terminal station to Main Street and Grand Avenue.—Superseded by Order No. 701.
- ORDER NO. 559.—Dismissing complaint against Clinton Ice & Compress Co. asking that compress be operated.
- ORDER NO. 560.—Requiring handling of messages by Arnett Tel. Co. Home Enterprise Tel. Co. and Northwestern Tel. Co.—Effective.
- ORDER NO. 561.—Dismissing complaint against Harris-Irby Cotton Co. alleging discrimination.
- ORDER NO. 562.—Regulating street railway transfers, Oklahoma City, during certain hours.—Effective.
- ORDER NO. 563.—Regulating charges of Mid. Val. R. R. Co. for dipping cattle.—Affirmed.
- ORDER NO. 564.—Ordering refund of overcharges claimed by St. L. & S. F. R. R. in violation of Order 167.
- ORDER NO. 565.—Requiring heating of passenger cars during cold weather.—Effective.
- ORDER NO. 566.—Requiring train stop and improved depot service at Mounds.—Effective.
- ORDER NO. 567.—Ordering spur on St. L. & S. F. at Ludlow.—Effective.

- ORDER NO. 568.—Permitting telephone rate increase at Tecumseh.
- ORDER NO. 569.—Requiring Santa Fe to build viaduct at Guthrie.—Reversed.
- ORDER NO. 570.—Prescribing rules, regulations, requirement and charges covering storage of baggage.—Reversed.
- ORDER NO. 571.—Ordering Arnett Tel. Co. to handle long distance messages to and from Northwestern Tel. Co. and prescribing division of receipts.—Effective.
- ORDER NO. 572.—Dismissing complaint against Harris-Irby Cotton Co. alleging discrimination in cotton ginned.
- ORDER NO. 573.—Holding that Muskogee Elec. Tract'n. Co. and Peoples Elec. Ry. Co. are not parallel and competing lines.
- ORDER NO. 574.—Vacating Orders No. 543 and 512 and requiring train stops on M. K. & T. at Caddo.—See Order No. 781.
- ORDER NO. 575.—Ordering early morning service on Choctaw Railway and Lighting Company.—Effective.
- ORDER NO. 576.—Imposing fine of \$100.00 on M. K. & T. for violation of Order No. 148.—Modified and affirmed.
- ORDER NO. 577.—Imposing fine of \$100.00 on M. K. & T. for violation of Order No. 169.—Order set aside.
- ORDER NO. 578.—Requiring M. K. & T. to stop certain trains at Welch.—Effective.
- ORDER NO. 579.—Imposing fine of \$50.00 on St. L. I. M. & S. Ry. Company for violation of Order No. 4.—Order set aside.
- ORDER NO. 580.—Dismissing complaint against St. L. & S. F. for alleged violation of Order No. 168.
- ORDER NO. 581.—Ordering ginning of cotton and prescribing rates at Durant and prohibiting discrimination.—Effective.
- ORDER NO. 582.—Requiring United States Express Company to receive shipments during business hours.—Effective.
- ORDER NO. 583.—Establishing 10 cent fare on Oklahoma Railway Company between Oklahoma City and College Park Station to students Wesleyan Female College.—Reversed.
- ORDER NO. 584.—Dismissing petition for certain crossing on St. Louis I. M. & S. at Vian.
- ORDER NO. 585.—Prescribing rates to be charged by Quapaw and Consumers Gas Companies for engines at Bartlesville.—Effective.

- ORDER NO. 586.—Requiring St. L. & S. F. R. Company to construct plank crossing at Holdenville.—Effective.
- ORDER NO. 587.—Imposing fine of \$50.00 on M. K. & T. Railway Company for violation of Order No. 341.—Judgment satisfied.—See Order No. 646.
- ORDER NO. 588.—Requiring St. L. & S. F. R. Company to build viaduct at highway crossings near Perry.—Effective.
- ORDER NO. 589.—Abolishing discrimination in prices charged for lumber at Cherokee.
- ORDER NO. 590.—Providing rate on cider and vinegar.—Effective.
- ORDER NO. 591.—Ordering G. C. & S. F. Railway Company to build new depot at Marietta.—Effective.—Depot built.
- ORDER NO. 592.—Requiring M. K. & T. Railway Company to stop certain trains at Pryor and regulating depot service.—Effective.
- ORDER NO. 593.—Requiring M. K. & T., St. L. & S. F. and M. O. & G. to build union depot at Durant.—See also Orders No. 743 and 926.
- ORDER NO. 594.—Ordering M. K. & T. Railway Company to stop certain trains at Blue Jacket.—Effective.
- ORDER NO. 595.—Ordering the Chicago, Rock Island & Pacific Railway Company to move depot at Mountain View.—Effective.—See Order No. 608.
- ORDER NO. 596.—Dismissing complaint against M. K. & T. Railway Company for violation of Order No. 4.
- ORDER NO. 597.—Dismissing complaint M. K. & T. Railway Company for violation of Order No. 169.
- ORDER NO. 598.—Requiring C. R. I. & P. Railway Company to move depot at Ft. Cobb.—Effective.
- ORDER NO. 599.—Requiring W. F. & N. Railway Company to move depot at Duke.—Effective.
- ORDER NO. 600.—Dismissing complaint against Oklahoma Railway Company for violation of Order No. 562.
- ORDER NO. 601.—Prohibiting discrimination in prices of oil at Mangum.—Effective.
- ORDER NO. 602.—Ordering electric line extension by Chickasha Gas & Electric Company.—Effective.
- ORDER NO. 603.—Ordering night car service by Chickasha Street Railway Company.—Effective.
- ORDER NO. 604.—Dismissing application for night opeartor, M. K. & T., at Ada.
- ORDER NO. 605.—Permitting discontinuance of free trunk line between Union City and Mustang by owner of Union City Telephone Exchange.

ORDER NO. 606.—Prescribing division of toll charges between Pioneer Telephone and Telegraph Company and Twin Valley Telephone Company and Glencoe Telephone Company.—Order reversed and cause remanded by Supreme Court.

ORDERS ISSUED JULY 1, 1912 TO JUNE 30, 1913

- ORDER NO. 607.—Requiring physical connection and adjusting earnings. Home Enterprise Tele. Co. and Ft. Supply Tele. Company at Woodward.—Effective.
- ORDER NO. 608.—Modifying Order No. 598 ordering removal of depot at Ft. Cobb.—Effective.
- ORDER NO. 609.—Dismissing case involving electric rates. Hobart.
- ORDER NO. 610.—Prohibiting discrimination against local telephone subscribers of Braman Mutual Company by Pioneer.—Effective.
- ORDER NO. 611.—Ordering M. K. & T. to establish agent at Russell Creek.—Effective.
- ORDER NO. 612.—Ordering opening of Calumet depot for early morning and late night trains.—Effective.
- ORDER NO. 613.—Requiring giving of receipt card to persons paying excess baggage contrary to Order 570.—Obsolete.
- ORDER NO. 614.—Providing for labels and receipts on express shipments and fixing charges.—Effective.
- ORDER NO. 615.—Dismissing citation for alleged violation of Order No. 4 by C. R. I. & P.
- ORDER NO. 616.—Prescribing conditions regarding figuring of mileage rates.—Effective.
- ORDER NO. 617.—Prescribing rate of one cent per mile for sheriffs.—Effective.
- ORDER NO. 618.—Dismissing application for special telephone service of rural company at Perry.
- ORDER NO. 619.—Requiring physical connections. Home Enterprise Company and Ft. Supply Tele. Companies.—Effective.
- ORDER NO. 620.—Requiring adequate service. Western Union Telegraph Company at Woodward.—Effective.
- ORDER NO. 621.—Reaffirming and extending Order 567 relating to spur at Ludlow. St. L. & S. F.—Effective.
- ORDER NO. 622.—Dismissing complaint against St. L. & S. F. alleging discrimination in placing cars at Luther.

- ORDER NO. 623.—Ordering C. R. I. & P. to remove the Seminole depot.—Cancelled.
- ORDER NO. 624.—Ordering transmission companies to favor official messages of state officers when filed as “urgent.”—Effective.
- ORDER NO. 625.—Dismissing complaint alleging violation of Order No. 4. Madill. St. L. & S. F.
- ORDER NO. 626.—Dismissing case alleging violation Order No. 148 Guthrie Railway Company.
- ORDER NO. 627.—Dismissing alleged violation of Order 562 Oklahoma Railway Company.
- ORDER NO. 628.—Ordering removal of depot Cold Springs. St. L. & S. F.—Effective.
- ORDER NO. 629.—Ordering train stop at Krebs. C., R. I. & P.—Modified. See Order No. 659.
- ORDER NO. 630.—Ordering train stop on flag at Albion for certain business. St. L. & S. F.—Cancelled.
- ORDER NO. 631.—Ordering construction of depot at Willow. W. F. & N. W.—Effective.
- ORDER NO. 632.—Ordering opening of street at Braggs. St. L. & S. F.—Effective.
- ORDER NO. 633.—Ordering removal of depot at Ralston. A. T. & S. F.—Affirmed.
- ORDER NO. 634.—Involving switching charges at Muskogee. Mskg. Electric Traction Co., M., K. & T., M., O. & G., and St. L. & S. F.—Effective.
- ORDER NO. 635.—In re inspection of wreck near Kosoma, April 30, 1912, St. L. & S. F.
- ORDER NO. 636.—Dismissing case alleging violation Order No. 168 at Mangum. W. F. & N. W.
- ORDER NO. 637.—Ordering construction of depot at Madill. St. L. & S. F.—Depot built.
- ORDER NO. 638.—Ordering certain repairs. Muskogee Electric Traction Co.—Effective.
- ORDER NO. 639.—Ordering reconstruction of plant at Checotah. Pioneer T. & T. Co.—Effective.
- ORDER NO. 640.—Relating to interurban service Muskogee to Ft. Gibson. Muskogee Elec. Traction Co.—Effective.
- ORDER NO. 641.—Abolishing discrimination in ice delivery. Pauls Valley Ice Co.
- ORDER NO. 642.—Relating to weighing of cotton at compresses.—Effective.
- ORDER NO. 643.—Reducing fine for violation of Order 178 by Order 576, M., K. & T.

- ORDER NO. 644.—Setting aside Order 594. Train service at Blue-jacket. M., K. & T.
- ORDER NO. 645.—Relating to train stop at Eufaula. M., K. & T.—Effective.
- ORDER NO. 646.—Reducing amount of fine for failure to file tariffs. M., K. & T.
- ORDER NO. 647.—Modifying Order 578.—Relating to train stop at Welch. M., K. & T.
- ORDER NO. 648.—Relating to train stop at Pryor. M., K. & T.—Effective.
- ORDER NO. 649.—Prescribing depot location at Salina. M., O. & G.—Appeal pending. See Orders No. 760 and 850.
- ORDER NO. 650.—Abolishing discrimination in ice delivery. Durant Ice & Light Co.
- ORDER NO. 651.—Dismissing citation alleging violation Order 198 in re filing tariffs. A., T. & S. F.
- ORDER NO. 652.—Prescribing rates for ginning. Chandler Cotton Oil Company.—See Order No. 759.
- ORDER NO. 653.—Abolishing discrimination in sale of soft drinks. Britton Bros.
- ORDER NO. 654.—Change name of station at Ross to Park Hill. St. L. & S. F.
- ORDER NO. 655.—Relating to movement and charges on shipments of cotton or its product.—Effective.
- ORDER NO. 656.—Governing transportation of coal for company use. Oklahoma Central and A., T. & S. F.
- ORDER NO. 657.—Construing St. L. & S. F., A., T. & S. F. as having physical connection for rate purposes at Davenport.—Effective.
- ORDER NO. 658.—Ordering open depot at Nelagony. M. K. & T., Mid. Val.—Effective.
- ORDER NO. 659.—Modifying Order 629 relating to train stop at Krebs.
- ORDER NO. 660.—Prescribing depot location at Antlers. St. L. & S. F.
- ORDER NO. 661.—Prescribing depot location at Simpson. St. L. & S. F.
- ORDER NO. 662.—Modifying Order 588 relating to grade crossing. St. L. & S. F.
- ORDER NO. 663.—Sustaining Order 101. Oklahoma City. Pioneer T. & T. Co.
- ORDER NO. 664.—Prescribing depot location at Red Rock. A. T. & S. F.—Appeal pending.

- ORDER NO. 665.—Relating to train schedule at junction points. M., K. & T.—Effective.
- ORDER NO. 666.—Relating to rates on canned goods.—Effective.
- ORDER NO. 667.—Relating to rates on peanuts.—Effective.
- ORDER NO. 668.—Relating to road crossing at Agra. M., K. & T.—Effective.
- ORDER NO. 669.—Dismissing complaint asking night service. Wetumka Tele. Co.
- ORDER NO. 670.—Prescribing group basis for coal rates.—Effective.
- ORDER NO. 671.—Imposing fine for violation of Order 168. A., T. & S. F.—Judgment satisfied.
- ORDER NO. 672.—Relating to use of interchangeable mileage books.—Effective.
- ORDER NO. 673.—Requiring information monthly on time card changes.—Effective.
- ORDER NO. 674.—Ordering improvements in plant. Boynton Telephone Co.—Effective.
- ORDER NO. 675.—Prescribing train stop at Boio.—Effective.
- ORDER NO. 676.—Dismissing complaint alleging violation Order 148. St. L. & S. F.
- ORDER NO. 677.—Relating to track scales. Cherokee. A., T. & S. F.—Effective.
- ORDER NO. 678.—Relating to physical connections. Cherokee Rural, Byron Mutual, and Pioneer T. & T. Cos.—Appeal pending.
- ORDER NO. 678a.—Supplementing Order 678.
- ORDER NO. 678b.—Supplementing 678.
- ORDER NO. 679.—Dismissing application for street lights. Custer City. St. L. & S. F.
- ORDER NO. 680.—Imposing fine for violation of Order No. 4 at Stonewall. M., K. & T.—Judgment satisfied.
- ORDER NO. 681.—Relating to shelter and train stop at Rodo. M., K. & T.—Effective.
- ORDER NO. 682.—Ordering physical connection. Central Oklahoma and Mutual Telephone Companies at Okeene.—Effective.
- ORDER NO. 683.—Relating to complaint concerning checking and forwarding baggage.—Effective.
- ORDER NO. 684.—Relating to interurban rates. Shawnee Tecumseh Traction Company.—Effective.
- ORDER NO. 685.—Forbidding increase in laundry prices. Oklahoma Operating Company, et al.—Effective.
- ORDER NO. 686.—Prescribing uniform telephone rates Chickasha. Pioneer Telephone & Tel. Co.—Effective.

- ORDER NO. 687.—Relating to charges for giving service. Prague, Arlington, Wilzetta Tel. Companies.—Effective.
- ORDER NO. 688.—Requiring step boxes. C., R. I. & P.—Effective.
- ORDER NO. 689.—Requiring filing of contracts, etc. All public service corporations.—Effective.
- ORDER NO. 690.—Imposing fine and requiring accounting in ice business. Tishomingo Ice & Cold Stg. Co.—Suspended.
- ORDER NO. 691.—Relating to train stop. Victoria. St. L. & S. F.—Cancelled.
- ORDER NO. 692.—Dismissing citation in re Nowata depot case.
- ORDER NO. 693.—Prescribing uniform direct line telephone rates Chickasha. Pioneer Tele. and T. Co.—Effective.
- ORDER NO. 694.—Rescinding fine imposed in Order 690. Tishomingo Ice & Cold Stg. Co.
- ORDER NO. 695.—Ordering switch at Dunlap. W. F. & N. W.—Effective.
- ORDER NO. 696.—Relating to telephone business. Woodward and May, Ft. Supply, Home Enterprise, and Pioneer T. & T. Companies.—Effective.
- ORDER NO. 697.—Imposing fine for violation of Order 4 at Frederick. W. F. & N. W.—Judgment satisfied.
- ORDER NO. 698.—Adjusting rates and connection. May and Doby Spgs. and Ft. Supply Tele. Companies.—Effective.
- ORDER NO. 699.—Relating to checking of baggage.—Effective.
- ORDER NO. 700.—Relating to telephone connections. Soper, Citizens and Pioneer T. & T. Companies.
- ORDER NO. 700a.—Relating to long distance connections at Soper, Citizens and Pioneer T. & T. Co.
- ORDER NO. 701.—Dismissing complaint in re passage at terminal. Oklahoma Ry. Co.
- ORDER NO. 702.—Relating to rates charged by the Chandler Elec. Co.—Effective.
- ORDER NO. 703.—Prescribing telephone rates. Apache Tele. Ex.—Effective.
- ORDER NO. 704.—Relating to publication of advertising. Oklahoma Publishing Co.
- ORDER NO. 705.—Relating to train connection. Alva. A. T. & S. F.
- ORDER NO. 706.—Dismissing complaint regarding service. Bristow Gas Co.
- ORDER NO. 707.—Prescribing better service. Comanche Tele. Co.—Effective.
- ORDER NO. 708.—Relating to discrimination in ice delivery. New State Brewing Assn.—Effective.

- ORDER NO. 709.—Forbidding discrimination. Cestos-Independent Tele. Co.
- ORDER NO. 710.—Disclaiming jurisdiction in sale of flour. Cordell Gin & Milling Co.
- ORDER NO. 711.—Relating to meters and interest on deposits. Cushing Gas Co.—Effective.

**ORDERS ISSUED JULY 1, 1913 TO JUNE 30, 1914
AND REPORTED HEREIN**

- ORDER NO. 712.—Requiring M. K. & T. to permit the Tulsa Street Railway Company to cross its tracks.
- ORDER NO. 712a.—Amending Order No. 712 so as to require stopping of street cars and signalling to motorman before cars cross the tracks of the M. K. & T. Railway Company.—Effective.
- ORDER NO. 713.—Requiring Cleveland Water Company to furnish adequate water supply.—Effective.
- ORDER NO. 714.—Requiring K. C. S. to build passenger depot at Spiro, and move freight depot, and prescribing location thereof. Affirmed by Supreme Court except as to location of passenger depot.
- ORDER NO. 715.—Requiring the Indian Territory Illuminating Oil & Gas Company to furnish adequate supply of gas to the town of Ochelata.—Effective.
- ORDER NO. 716.—Dismissing complaint for violation of Order No. 565.
- ORDER NO. 717.—Ordering physical connection of telephone lines, Jefferson Co. Tel. Co. and Pioneer Tel. & Tel. Co.—Remanded.
- ORDER NO. 718.—Dismissing complaint for switch at New Hope.
- ORDER NO. 719.—Dismissing complaint for violation of Order No. 650.
- ORDER NO. 720.—Dismissing complaint alleging free telephone service at Forgan.
- ORDER NO. 721.—Prescribing rates, rules and regulations governing shipments of packing house products, etc.—Effective.
- ORDER NO. 722.—Amending Order No. 382 prescribing rates for iron or steel silos.—Effective.
- ORDER NO. 723.—Requiring the W. F. & N. W. to shade stock pens at Gate.—Effective.

- ORDER NO. 724.—Dismissing complaint alleging violation of Order No. 167.
- ORDER NO. 725.—Dismissing complaint for underground crossing, Kingfisher county.
- ORDER NO. 726.—Directed against discrimination in the price of cotton seed, Hobart.—Effective.
- ORDER NO. 727.—Fining C. R. I. & P. \$100.00 and costs for violation of Order No. 367.—Set aside.
- ORDER NO. 728.—Directed against discrimination in the price of gasoline at Idabel.
- ORDER NO. 729.—Fining M. O. & G. \$100.00 for violating Order No. 148.—Set aside.
- ORDER NO. 730.—Requiring Tulsa Street Railway Company to put in crossing.—Effective.
- ORDER NO. 731.—Requiring W. F. & N. W. and C. R. I. & P. to operate trains under schedule in effect on date of this order.—Effective.
- ORDER NO. 732.—Requiring Oklahoma Union Traction Company to operate its line into Irving Heights Addition to Tulsa.—Effective.
- ORDER NO. 733.—Ordering A. T. & S. F. to build a new depot at Perry.—Depot built.
- ORDER NO. 734.—Requiring C. R. & P. to stop trains at Cottonwood and erect shelter for passengers.—Effective.
- ORDER NO. 735.—Dismissing complaint against C. O. & W. Ry. for violation of Order 367.
- ORDER NO. 736.—Requiring A. T. & S. F. Ry. to stop train on flag at Heman.—Effective.
- ORDER NO. 737.—Ordering C. R. I. & P. to construct depot at Indianapolis.—Effective.
- ORDER NO. 738.—Ordering F. S. & W. to stop trains at Irwin School House and to be relieved from stopping trains at Rodo.—Effective.
- ORDER NO. 739.—Requiring the Interstate Compress Company to operate its compress plant at Clinton.—Effective.
- ORDER NO. 740.—Fining St. L. & S. F. for violating Order No. 4.—Set aside.
- ORDER NO. 741.—Dismissing complaint asking for adjustment of classification and rates on corrugated culvert at Shawnee.
- ORDER NO. 742.—Dismissing complaint asking for the restoration of street car service at Tulsa.
- ORDER NO. 743.—Ordering the construction of a Union Depot at Durant.

- ORDER NO. 744.—Requiring A. T. & S. F. to maintain telephone in depot at Tecumseh and fixing price to be paid telephone company for use thereof.—Effective.
- ORDER NO. 745.—Requiring M. O. & G. and St. L. & S. F. to make physical connection of tracks at Miami.—Effective.
- ORDER NO. 746.—Requiring Tulsa Street Ry. Co. to install crossing frog and annulling Order No. 730.
- ORDER NO. 747.—Requiring C. R. I. & P. to construct passenger depot at Oklahoma City.—Appeal pending.
- ORDER NO. 748.—Prescribing rates on coal from Whitteville.—Effective.
- ORDER NO. 749.—Ordering St. L. I. M. & S. to erect new depot at Vian. Depot built.
- ORDER NO. 750.—Ordering Canadian Valley Farmers Telephone Company to re-establish its exchange at Banner. (Set aside by Order No. 766).
- ORDER NO. 751.—Prescribing rates to be charged by the Shawnee Gas & Electric Company.—Effective.
- ORDER NO. 752.—Setting aside Order No. 18, exempting W. F. & N. W. from the operation of the two-cent fare provision of the Constitution. See 787.
- ORDER NO. 753.—Requiring the Mansville Telephone Company to improve service, etc.—Effective.
- ORDER NO. 754.—Dismissing complaint asking for station agent at Crekola.
- ORDER NO. 755.—Requiring gas, electric and water companies to secure approval of Corporation Commission before advancing rates.—Effective.
- ORDER NO. 756.—Requiring the Robert L. Henry and the Collinsville Gas Company to furnish adequate supply of gas to the city of Collinsville. See Orders No. 786 and 833.
- ORDER NO. 757.—Requiring carriers to permit passengers to continue journey in Oklahoma at the regular fare, and forbidding penalties to be imposed on passengers continuing journey from another state.—Remanded by Supreme Court.
- ORDER NO. 758.—Prohibiting the Mahoney Bus, Baggage, Carriage and Taxicab Company of Enid, from discriminating in prices, etc.—Effective.
- ORDER NO. 759.—Prescribing rates for ginning cotton at Chandler.—Appeal pending.
- ORDER NO. 760.—Requiring M. O. & G. to stop trains on flag at Salina.—Effective.

- ORDER NO. 761.—Relating to discrimination in price of gas at Cushing.—Effective.
- ORDER NO. 762.—Requiring St. L. & S. F. to build a passenger depot in Oklahoma City.—Appeal pending.
- ORDER NO. 763.—Amending Order No. 168 relating to rules and regulations covering the handling and movement of freight.—Effective. See Order No. 780.
- ORDER NO. 764.—Requiring the Pioneer Telephone Company to improve service at its Woodward exchange.—Effective.
- ORDER NO. 765.—Fining Crystal Ice Company of Weleetka \$100.00 and costs for violation of Commission's Order No. 378.—Reversed.
- ORDER NO. 766.—Setting aside Order No. 750.
- ORDER NO. 767.—Relating to investigation of cause of derailment on St. L. & S. F. near Chelsea.
- ORDER NO. 768.—Relating to investigation of collision of trains on A. T. & S. F. at Pauls Valley.
- ORDER NO. 769.—Relating to discrimination in the price of gasoline in Garfield County and elsewhere.
- ORDER NO. 770.—Reducing telephone rates in the City of Ada. Pending on appeal.
- ORDER NO. 771.—Setting aside Order No. 177.—See Order No. 804.
- ORDER NO. 772.—Requiring the Oolegah Industrial Company to furnish an adequate supply of gas to the people of Oolegah.—Effective.
- ORDER NO. 773.—Requiring the City Gas Company to furnish an adequate supply of gas to the City of Ardmore.—Effective.
- ORDER NO. 774.—Relating to the classification of property, balance sheet, income and corporate surplus and deficit of gas and electric utilities.—Effective.
- ORDER NO. 775.—Fining Indian Territory Illuminating Oil Company and the Osage Producers Gas Company \$100.00 for violation of Order No. 715.—Judgment satisfied.
- ORDER NO. 776.—Requiring Okmulgee Gas Company to furnish adequate supply of gas at Morris, and prescribing rates for gas.—Effective.
- ORDER NO. 777.—Requiring St. L. & S. F. to build new depot at Claremore.—Depot built.
- ORDER NO. 778.—Requiring A. T. & S. F. to furnish reports concerning apportionment of time of employees to various duties.—Suspended.

- ORDER NO. 779.—Prohibiting Tishomingo Electric Light & Power Company from collecting meter rental.—Effective.
- ORDER NO. 780.—Amending Order No. 763 relating to rules and regulations concerning the handling and movement of freight.—Effective.
- ORDER NO. 781.—Requiring M. K. & T. to stop trains Nos. 9 and 10 at Durant.—Effective.
- ORDER NO. 782.—Relating to the disposal of funds received from gas consumers at Hallett and the installation of meter for the town of Hallett.
- ORDER NO. 783.—Modifying Order No. 782 and requiring adequate supply of gas to be furnished to the towns of Hallett and Jennings.—See Order No. 803.
- ORDER NO. 784.—Ordering switch at Joiner.—Appeal dismissed.—See Order No. 839.
- ORDER NO. 785.—Prescribing gas rates at Duncan.—Effective.
- ORDER NO. 786.—Relating to furnishing gas at Bartlesville; rates, charges and deposits therefor.—Effective.
- ORDER NO. 787.—Reinstating Order No. 18 exempting W. F. & N. W. R. Company from the operation of the two-cent fare provision of the Constitution.—Effective.
- ORDER NO. 788.—Requiring American Express Company, United States Express Company and Wells Fargo Express Company to put into effect rates prescribed in Order No. 203.—Effective.
- ORDER NO. 789.—Prescribing rate for weighing coal by the Frisco at Clinton.—Effective.
- ORDER NO. 790.—Relating to corporation license of the Prairie Oil & Gas Company.
- ORDER NO. 791.—Setting aside Order No. 346, requiring St. L. & S. to stop trains at Eubanks.
- ORDER NO. 792.—Prescribing gas rates at Newkirk and Tonkawa.—Effective.
- ORDER NO. 793.—Prescribing gas rates at Okmulgee.—Effective.—See Order No. 832.
- ORDER NO. 794.—Dismissing complaint asking for extension of train service to Broken Arrow.
- ORDER NO. 795.—Requiring Citizens Gas Company to furnish adequate supply of gas at Nowata.—Effective.
- ORDER NO. 796.—Denying right to substitute rural switching rate for town subscriber rate.
- ORDER NO. 797.—Requiring A. T. & S. F. to file plans and specifications in compliance with Order No. 569.—Obeyed.

- ORDER NO. 798.—Prescribing rate for gas furnished to school buildings of Cushing.—Effective.
- ORDER NO. 799.—Prescribing method of reporting passenger fares by carriers.—Obsolete.
- ORDER NO. 800.—Requiring St. L. & S. F. to file special reports for verification of passenger income.—No longer effective.
- ORDER NO. 801.—Relating to service and switching by the Hinton Telephone Exchange.—Effective.
- ORDER NO. 802.—Prescribing rates for gas to be furnished mining companies in Ottawa County and stipulating conditions of service.—Effective.
- ORDER NO. 803.—Relating to gas service at Hallett and Jennings.
- ORDER NO. 804.—Prohibiting carriers from requiring passengers to show tickets before boarding trains, and providing that passengers shall be carried at the regular fare where no reasonable opportunity is given to purchase ticket. Affirmed by Supreme Court. Pending on motion for re-hearing.
- ORDER NO. 805.—Prescribing rates for natural gas at Chelsea.— Pending on re hearing.
- ORDER NO. 806.—Requiring St. L. & S. F. to build new passenger depot at Henryetta.—Affirmed.
- ORDER NO. 807.—Requiring M. O. & G. to install frog and make connection for switch track at Salina.—Effective.
- ORDER NO. 808.—Prescribing methods of reporting passenger fares by St. L. & S. F.—Obsolete.
- ORDER NO. 809.—Exempting certain oil companies at Cushing from the provision Art. 2, ch. 53, Revised Laws of Oklahoma, 1910.
- ORDER NO. 810.—Setting aside Order No. 784 requiring O. N. M. & P. to establish a spur at Joiner.
- ORDER NO. 811.—Requiring M. K. & T. and St. L. & S. F. to build union depot at Durant; modifying Order No. 259.
- ORDER NO. 812.—Requiring removal of stock pens at Pauls Valley.—Obeyed.
- ORDER NO. 813.—Relating to the prorating of oil by pipe line companies in the Cushing field.—Obsolete.
- ORDER NO. 814.—Relating to the taking of oil from the Healdton field by the Magnolia Pipe Line Company.—Obsolete.
- ORDER NO. 815.—Requiring the W. F. & N. W. to build additional side track facilities at Hollister.—Set aside.

- ORDER NO. 816.—Requiring C. R. I. & P. to build spur track at Hobart.—Effective.—See 835.
- ORDER NO. 817.—Requiring K. C. So. to build depot at Sallisaw.—Effective.
- ORDER NO. 818.—Prohibiting discrimination in the price of coal sold to farmers' organizations.—Effective.
- ORDER NO. 819.—Relating to gas service at Hallett and Jennings.
- ORDER NO. 820.—Dismissing complaint asking for additional terminal facilities at Tulsa, complainant's request having been complied with.
- ORDER NO. 821.—Dismissing complaint against St. L. & S. F. for violation of Order No. 168.
- ORDER NO. 822.—Relating to reporting of accidents by the G. C. & S. F.
- ORDER NO. 823.—Fining the M. K. & T. \$25.00 and costs for violation of Order No. 168.—Judgment satisfied.
- ORDER NO. 824.—Dismissing complaint against Elk City Ice, Fuel & Light Company, alleging discrimination.
- ORDER NO. 825.—Requiring Pioneer Gas Company to furnish adequate supply of gas at Cleveland.—Effective.
- ORDER NO. 826.—Requiring Oklahoma Gas & Electric Company to extend service.
- ORDER NO. 827.—Dismissing complaint against North Canadian Valley Railway Company, asking for re-establishment of street car service.
- ORDER NO. 828.—Relating to gas rates at Muskogee.—Effective.

General Orders

In Effect June 30, 1914

ORDER No. 4-

It Is Hereby Ordered by the Corporation Commission of the State of Oklahoma:

That all railroads doing business in this State shall be governed by the following rules, regulations and orders in the operation of passenger trains and the maintenance of proper passenger and freight depots, depot facilities and accommodations:

1st. It shall be the duty of every railroad and railway company operating a railroad in this State to place a bulletin board in a conspicuous place at each of its ticket offices, upon which shall be bulletined the time that each train, upon which passengers are hauled, is due to arrive and depart under its published schedule.

2nd. It shall be the duty of each railroad or railway company, at each telegraph station on its line where tickets are sold, as early as possible, and not less than one hour before the time that its said trains are due to arrive at such stations, to bulletin the fact upon such board, as to whether or not said train is on time, and if behind schedule time to state, as nearly as can be approximated, the time it is behind, and to thereafter rebulletin every report of any change, not to exceed thirty (30) minutes until the arrival of such train, and to open waiting room, ticket window and baggage room one hour before schedule time of arrival of trains.

3rd. Whenever there is, by reason of accident or otherwise, a break or obstruction on any railroad, which will delay any passenger train on said railroad, it shall be the duty of such railroad or railway company operating such railroad to cause to be bulletined, at all of such stations, the fact of such break or obstruction, and the point of its occurrence, and the probable delay by reason thereof, and the passengers aboard such train shall be informed of the probable delay.

4th. It shall be the duty of each and every railroad or railway company operating a railroad within this State, to promptly file with this Commission copies of all rules, orders and schedules, fixing the time and manner of the operation of its passenger trains.

5th. It is further ordered by the Corporation Commission of the State of Oklahoma that all railroad or railway companies doing business in this State shall maintain adequate, comfortable and clean depots and depot buildings, at its several stations, for the accommodation of

passengers, and said depot buildings shall be kept well lighted within waiting rooms and outside where the convenience of the passengers require it, such waiting rooms shall be kept properly warmed and ventilated for the comfort and accommodation of the traveling public; such depots or waiting rooms shall be kept open to the ingress and egress of all passengers and others entitled to go therein, for a time not less than one hour before the arrival and after the departure of all trains upon which passengers are hauled, and shall be provided with good and wholesome water for drinking purposes; all closets and toilet rooms in such depots or at such stations shall be kept in a clean and sanitary condition, and shall be kept well lighted, as is required of waiting rooms.

6th. The Commission hereby orders that all station agents be advised as to this order and its requirements and directed to comply with the same, and to extend to the traveling public every courtesy and furnish all information pertaining to the transaction of their business with the public. Politeness on the part of employees will be appreciated by the traveling public as well as by the Commission.

7th. A copy of this order, printed in 18-point Devinne poster type, shall be posted in a conspicuous place in all waiting rooms, and kept therein.

8th. Any railroad or railway company operating a railroad in this State failing to carry out the above order shall be dealt with as provided by Section 19, Article IX, of the Constitution of Oklahoma.

This order shall be in full force and effect on and after the 20th day of January, 1908.

ORDER No. 19.

The plans specifications and location of all depots to be constructed in the State by any railroad or railway company, or any change of location of any depot, must be submitted to and approved by the Corporation Commission of Oklahoma before such depots are permanently located or constructed.

This order shall be in full force and effect on and after the fifteenth day of March, 1908.

Guthrie, Oklahoma, February 12, 1908.

ORDER No. 101.

It is ordered that no person, or persons, firm, company, or corporation doing a transmission business by telephone for hire in the

State of Oklahoma, shall charge a greater or different rate for service, or similar service in effect on October 12, 1908, without first having made application to the Corporation Commission therefor, and submitting to the Commission a schedule of the proposed change, which before taking effect shall have the approval of this Commission.

This order shall be in full force and effect on and after November 3, 1908, a date after publication once a week for four consecutive weeks, in the Guthrie Daily Leader, a newspaper of general circulation, published in the City of Guthrie, County of Logan, State of Oklahoma.

ORDER No. 140.

All public service corporations, firms or persons engaged in a public service in this State, are hereby ordered to file with the Commission a detailed statement of all revenues of said corporation, firm or person for public service from every source whatever. Said report to be made on form prepared by the Commission.

The report of all such corporations, firms or persons engaged in interstate business shall show the correct amount credited to this State, and the basis upon which such proportion was made.

Said report shall contain all of the required statistics for the period of twelve months, ending on the 30th day of June of each year, and shall be made under oath and filed with the Commission at its office in Guthrie on or before the 30th day of September the next following, unless additional time be granted by the Commission, and such monthly and other special reports that may be required by the Commission from time to time.

Guthrie, Oklahoma, December 1, 1908.

ORDER No. 147.

The points at which railroads or railways cross each other at grade shall be considered a practicable and available route for figuring rates on the transportation of freight, regardless of whether there are physical connections at said points or not. Where one or more lines are connected by an industrial or switch track, whether owned jointly or separately by either or all of said roads, said industrial or switch track shall be considered as a physical connection, and a route via such industrial or switch track shall be considered a practicable and available route.

Guthrie, Oklahoma, December 2, 1908.

ORDER No. 148.

(1) All railroad and railway companies and street car companies operating within the State of Oklahoma, shall at once, upon the happening of an accident, send telegraph report to the Commission at its office in Guthrie of the following classes of accidents:

REPORT BY TELEGRAPH.

(a) All accidents resulting in loss of life or limb or serious injury to passengers or employees.

(b) All derailments of passenger trains, or locomotives, or cars in passenger trains.

(c) All collisions involving freight or passenger trains, whether resulting in loss of life or not.

(d) All explosions of boilers, and also all accidents to locomotive boilers resulting in death or serious injury to any person.

(e) All bridge failures.

The telegraph report shall show the date, time and place and kind of accident; the train or trains involved; the number of passengers killed or injured, if any.

In Class "D" the notice must show the number of locomotive and place where the boiler can be examined.

The provision in reference to derailments does not apply to minor derailments.

REPORT BY MAIL.

(2) Every accident, whether covered in a preliminary notice by telegraph or not, shall be reported to the Commission upon a form prescribed by the Commission, immediately after the circumstances attending the accident shall have been ascertained.

(3) An accident occurring on railroad or a division used jointly or in common by two or more companies, shall be reported by the company whose superintendent has immediate charge of the road, or the division in question.

(4) A collision (as at crossings) of the trains of two different companies shall be reported by both companies. The report of such collision shall be plainly endorsed at the top "Crossing" or "Junction."

(5) An accident on a private siding or private track shall be

reported by the railroad company to which the engine at work on the siding belongs.

(6) Accidents to persons resulting in immediate death or death within forty-eight hours from the time of the accident, shall be reported on the blank form in the column headed "Killed." All other accidents to persons including those resulting in death of the person injured after an interval of more than forty-eight hours from the time of the accident, shall be reported in the column "Injured" in daily reports, and upon the death of an injured person, after forty-eight hours, a supplemental report shall be made, stating the time and place of the death, and the nature of the injury from which such person died.

(7) Accidents to employes in repair shops, construction shops, or other places, remote from the railroads, and not connected with the transportation department, shall not be reported.

(8) Reports will be numbered consecutively, beginning with each calendar year.

(9) The term "Freight Train" is to include all trains and engines or parts of trains of any kind which are not included under "Passenger."

(10) Give in the space provided, the time that the accident occurred; if within an hour of sunrise or sunset say whether daylight or dark.

(11) Persons killed or injured should be classified so as to show whether or not they are passengers or employes, and if employes, kind and character of work engaged in.

NATURE AND CAUSE OF ACCIDENT.

(12) Give the kind and number of each train or electric car, direction of its movement (east, west, north or south), brief description of damage to cars, engines or other property.

(13) Give statement of cause or causes as reported by division superintendent or other officer in immediate charge. If the accident was caused, or is believed to have been caused by an employe, state the experience of the employe, and give number of hours he has been on duty, and the number of hours rest for forty-eight hours preceding accident.

(14) Quote the rule or rules bearing on the operation involved.

(15) In case of failure of air brakes, give initial and number of

car, name and style of apparatus and in case a car in a train is without air brakes, mention that fact.

(16) Where accident is due to coupling or uncoupling of cars, give the facts and circumstances, and in case of defective couplers, give initial and number of car, name and style of coupler.

(17) Where accident is due to coming in contact with overhead obstructions or obstructions at side of track, give height of car, lateral distance from center of track, presence or absence of warning guards, presence of fog, snow or ice.

(18) Where accident occurs at a crossing, state whether crossing is protected and how. If protected by gates or alarm bell, state if in good working condition; if by flagman, state what warning was given.

(19) All railroad companies shall send to the Commission a copy of their final record as to the cause of any accident, when the same shall have been ascertained and such record made a part of the permanent records of the company.

Guthrie, Oklahoma, December 2, 1908.

PROPOSED ORDER No. 18.

ORDER No. 149.

To All Telegraph Companies Doing Business in the State of Oklahoma:

It is hereby ordered that:

"RULE No. 1.

"No telegraph company or combination of telegraph companies doing business in the State of Oklahoma shall charge or collect for the transmission of messages between places within the state a greater charge that was made by such company or companies for such service on the 1st day of January, 1912, without further order of the Corporation Commission.

"RULE No. 2.

"The receiving clerk or receiving operator must give such aid or explanation as may be necessary to enable a sender to prepare his or her message, and must correctly mark on the face of the message the year, month, day, hour, and minute that such message was filed for transmission.

"RULE No. 3.

"In sending a message, the sending operator must observe the following order of transmission: 1. The number of message. 2. The operator's personal signal. 3. The correct and exact filing time as per Rule 2. 4. The check of the message. 5. The place from. 6. The address of the message. 7. The body and signature of the message.

"RULE No. 4.

"The receiving operator must show on the face of the message the hour and minute the message was filed at point of origin, in addition to the hour and minute the message was received by him.

"RULE No. 5.

"No extra charge shall be made for delivering a telegraphic message in incorporated cities or towns in this state within a radius of two miles of the office of the delivering company, when such point of final delivery is within the corporate limits of such city or town. Any telegraphic company may, with the consent of the sender or addressee, and when practicable, deliver a message by telephone, and may in such case charge the actual expense of so doing.

"RULE No. 6.

"No independent or uptown telegraphic office where messages are received and transmitted for the public shall be discontinued or abolished without first giving the Commission 30 days' notice of the intention to abolish the same: Provided, the Commission may authorize the discontinuance of an office at any time or upon shorter notice; and provided, further, that this rule shall not apply to offices maintained jointly by telegraph and railroad companies.

"RULE No. 7.

"All rules and regulations of telegraph companies operating in Oklahoma, in force and effect on the 1st day of January, 1912, not changed by the rules and regulations herein prescribed, shall remain in full force and effect until changed by the Commission.

"RULE No. 8.

"That the rates, rules, and regulations prescribed by this order shall apply only to messages moving between points within the state, and shall not be held or construed to apply in any particular to interstate messages.

"RULE No. 9.

"A copy of this order must be printed with twelve-point type and shall be posted in some conspicuous place in each telegraph office in the state of Oklahoma for the information of the public. Two copies of tariffs, rules, and regulations of each telegraph company doing business in Oklahoma must be filed with the Commission by each company on or before date this order becomes effective."

Order No. 149 of the Corporation Commission, as herein modified, shall become effective on the 10th day of April, 1912.

ORDER No. 156.

All telephone and telegraph companies or combinations of telephone and telegraph companies operating in the State of Oklahoma, shall, on or before the 1st day of April, 1909, file in the office of the Corporation Commission a complete invoice of each and every exchange and properties owned and operated by each; listing each and every article used in the construction of each plant separately, and showing the cost of the same (material such as cross arms, cross-arm braces, bolts of various sizes, insulators, etc., price per M. may be given).

And, all such companies, as well as any of such as may hereafter be formed, shall file a complete invoice of all extensions as may hereafter be made and all exchanges that may be hereafter constructed; this order to be fully effective as regards all such extensions and new construction the same as it relates to exchanges and properties now in operation. Said invoice shall be made following such forms as may be prescribed by the Commission; the Commission reserving the right to issue any special order it may deem necessary without further publication or notice, which may be necessary to secure full and complete information in reference to the properties of any such telephone or telegraph companies.

In the invoice of the exchange of properties the following information shall be given:

A description of the switchboard, in detail, giving make, present capacity, ultimate capacity, and date of installation. The invoice must be clear, and complete under the following headings:

1. City Pole Line Construction.
2. Toll Line Construction.
3. Rural Line Construction.
4. Aerial Cable Construction.
5. Underground Cable Construction.

6. Interior Equipment.
7. Tools.
8. Rolling Stock and Live Stock.
9. Office Fixtures and Furniture.
10. Buildings.

In addition to such complete invoice, there shall be furnished an accurate plat of each Exchange, showing the pole line, distribution, and a plat of the Toll and Rural Lines on a map of the County within which same are built, showing exact route from town to town.

Such invoices and plats shall be sworn to by the manager or an officer of each company, respectively, as accurate and correct.

Guthrie, Oklahoma, February 2, 1909.

ORDER No. 167.

DEMURRAGE AND STORAGE RULES.

RULE 1.—CARS SUBJECT TO RULES.

- (a) Cars held for or by consignors or consignees for loading, unloading, forwarding directions, or for any other purpose, are subject to these Demurrage Rules, except as follows:
- (b) Cars loaded with company material consigned to the company on whose lines cars are held.
- (c) Cars loaded with live stock.
- (d) Private cars on tracks of the owner or on privately owned tracks of the consignee or consignor, when used for the transportation of commodities which the owners of cars produce or in which they deal.
- (e) Cars with through consignments not stopped in transit or held for orders of consignor or consignee.
- (f) Empty cars held by railroads for prospective loading, or empty cars when not being used and are stored upon sidetracks. Private cars are not subject to demurrage regulations except when they are placed by the carrier for loading or unloading.
- (g) Cars to be loaded with coal.

Each road operating in the State of Oklahoma shall file with this Commission on or before the 1st day of April, 1909, a copy of Rules under which they desire to assess demurrage on cars held

or placed for loading coal, and this Commission reserves the right to change or alter said rules in any manner, and they shall become effective ten days after being approved or changed by this Commission. Nothing herein shall be construed as exempting this class of cars from the operation of Order No. 169.

RULE 2.—FREE TIME ALLOWED.

Section 1.

- (a) Forty-eight hours' free time will be allowed on all commodities for the purposes set forth in Rule 1, except as hereinafter provided:
- (b) When cars are interchanged with minor railroads or industrial plants performing their own switching service, handling cars for themselves or other parties, an allowance of twenty-four hours will be made for switching in addition to the regular time allowed for loading and unloading. If returned loaded, an additional forty-eight hours' free time will be allowed.
- (c) Cotton at interior compresses for compression in transit, 72 hours.
- (d) Carload freight, for loading or unloading, when the entire shipment is loaded by a consignor, or is received for a consignee, whose place of business is located at an interior point more than five miles from the railroad station, 72 hours.
- (e) Carload shipments weighing in excess of 66,000 pounds, 72 hours.

Section 2.

Twenty-four hours, one day, free time will be allowed:

- (a) For inspection, disposition and reconsigning of cars of grain, grain products and hay.
- (b) For placing reconsignment or switching orders, and on all cars held for disposition, surrender of bill of lading, payment of freight charges, or for final or amended instructions, and on all cars reswitched with original load, when switching charge is made for such movement.

RULE 3.—COMPUTING TIME.

Note—In computing time, Sundays and legal holidays will be excluded.

- (a) Time will be computed from the first 7 a. m. after cars are placed on public delivery tracks for loading.

- (b) Time will be computed from the first 7 a. m. after notice to consignee of arrival when cars are held for orders, or from the first 7 a. m. after notice and placing on public delivery tracks when cars are held for unloading.
- (c) On cars to be delivered on private tracks, time will be computed from the first 7 a. m. after actual or constructive placement on such tracks.
- (d) On cars to be delivered on interchange of minor railroads or industrial plants performing their own switching, the time will be computed from the first 7 a. m. following delivery on such interchange tracks until return thereto.
- (e) When a car destined for delivery at a particular point shall be brought within the customary switching limits of the delivery road, at the point of destination designated in the bill of lading under which the shipment is carried, the freight therein contained shall, within the meaning of these rules, be deemed to have arrived at destination in so far as to impose on the consignee the duty of giving instructions for the disposition and placing of the car upon receipt by him of notice of the arrival thereof.
- (f) If, during the free time allowed, a car be moved or its unloading or loading be otherwise obstructed or prevented by the railroad, the consignee or shipper shall not be charged with the consequent delay. If a railroad removes a car after the demurrage begins thereon, such car shall be promptly placed at an accessible plant for loading or unloading.

RULE 4.—NOTIFICATION.

- (a) Notice of the arrival of cars must be given, in writing, promptly to consignees. The method for giving such notice shall be by delivering the notice in writing in person or by leaving the same at the consignee's residence or place of business, if he does business in such destination, city or town, or by depositing the notice in the postoffice of such city or town when the consignee resides without the town. Such notice shall legibly show the initials and number of car, contents of same, charges due and amount of freight, and if transferred en route the number and initials of original car.
- (b) Delivery of cars upon private or interchange tracks, or notice to consignee of readiness to so deliver, will constitute legal

notification thereof to consignee, but demurrage shall not accrue until car is properly placed for unloading.

- (c) Oral or telephone notice is not a legal notice, and if used to expedite business must be followed by written notice as above provided.
- (d) When consignors ship goods to themselves or to their order, written notice mailed to the consignee at the point of delivery shall be taken and held to be sufficient legal notice.

RULE 5.—PLACING CARS FOR UNLOADING.

- (a) When delivery of cars consigned or ordered to private tracks cannot be made on account of inability of consignees to receive, because of said track being full of loaded cars or unreleased empties, delivery will be considered to have been made when the car was tendered. The agent must give notice in writing of all cars he has been unable to deliver because of the condition of the private tracks, or because of other conditions attributable to consignee. This shall be considered constructive placement.
- (b) When delivery cannot be made on specially designated public delivery tracks on account of such tracks being fully occupied, or from other cause beyond the control of the carrier, the delivery will be made at the nearest available point, provided said point is accessible to consignee.
- (c) Cars containing freight to be delivered on carload delivery track or private sidings shall be placed on the tracks designated within twenty-four hours after arrival, if ordered.
- (d) When by reason of delay or irregularity of transportation or switching, cars are bunched and delivered to consignee beyond his ability, exercising due diligence, to unload within the free time prescribed in these rules, he shall be allowed by the carrier such free time as he would have been entitled to had the cars been delivered in the order of shipment.

RULE 6.—PLACING CARS FOR LOADING.

- (a) Cars for loading will be considered placed when such cars are actually placed or held on orders of the consignor. In the latter case the agent must give notice in writing to consignor of all cars which he has been unable to place because of the condition of private tracks or because of other conditions at-

tributable to the consignor. This will be considered constructive placement.

RULE 7.—INABILITY OF CONNECTING LINE TO RECEIVE.

When a railroad is unable to receive cars in switching service tendered by a connection to be placed for delivery, owing to the inability of the consignee to receive, it shall promptly notify the line offering, in order that notice may be given the consignee or consignor and other disposition requested. Notice shall be given the consignee within 24 hours by the road offering the car and 24 hours allowed such consignee for its disposition.

RULE 8.—DEMURRAGE CHARGE.

- (a) After the expiration of free time allowed, a charge of one dollar per car per day, or fraction of a day, shall be made.
- (b) Agents must assess and collect all demurrage due on cars before delivering them when same has accrued between notice of arrival and ordering. When in doubt they shall demand the demurrage at the end of the free time for loading or unloading, and if payment is refused they shall decline to deliver the car or allow the loading to be taken from it, either by sealing or locking the car or by placing it where it is not accessible to shipper or consignee.
- (c) If a car is ordered to private track for a party who has declined to pay previous bills, agents shall refuse to switch said car to said track until the demurrage due or which may accrue on such car is paid or guaranteed.
- (d) In case consignee refuses to pay demurrage charges that have accrued while cars have been held for or by loading, agents shall refuse to issue bills of lading or ship the goods until demurrage charges are paid or authorized inserted in bill of lading and billed out as advance charges.
- (e) Demurrage shall be collected in the same manner and with the same regularity and promptness as other transportation and switching charges.

RULE 9.—WEATHER.

- (a) Whenever the weather between 7 a. m. and 6 p. m., during free time, is so severe, inclement or rainy that it is impracticable

to secure means of removal or loading of freight, or where the nature of the goods removed or loaded would cause injury or damage, such time shall be added to the free period and no demurrage charges shall be allowed for such additional time.

- (b) If shippers or consignees fail to avail themselves of the first 48 hours of suitable weather, no additional free time will be allowed by reason of such neglect.

RULE 10.—STORAGE CHARGE.

- (a) Storage will be charged on all less than carload freight held in or on railroad warehouse or platforms over 48 hours from the first 7 a. m. after notice of arrival, not including Sundays and legal holidays, at the rate of five (5) cents per ton for each 24 hours or fraction thereof.
- (b) Double these charges shall be assessed on freight of an explosive character.
- (c) The minimum charge for any one shipment shall be 10 cents.
- (d) Ten days' free time will be allowed on less than carload shipments when destined to consignees who live at interior points five miles or more from the railroad station.
- (e) Freight in cars placed on delivery track and subsequently unloaded in railroad warehouses or platforms is subject to demurrage rules while on delivery track, and storage rules thereafter.

RULE 11.—COMPLAINTS.

All complaints that may arise from non-conformity to any of these rules or from neglect or indiscretion in enforcing same, and all doubtful and complicated cases involving any uncertainty as to the proper meaning and application of these rules, may be referred to the Corporation Commission.

RULE 12.

The right is reserved by the Commission to relieve carriers, consignees or shippers from any hardships incident to the enforcement of these rules, whether caused by matters over which they have control or not.

Guthrie, Oklahoma, February 27, 1909.

ORDER No. 163.

(Supplemented by Order No. 763.)

RULES GOVERNING THE HANDLING AND MOVEMENT OF FREIGHT.**RULE. 1.**

It is hereby declared to be the duty of each and every Railroad Company doing business in this State to furnish suitable and adequate cars; provided no railroad shall be required to load or furnish for use the cars of a foreign line when said railroad has its own cars available for the service, to any and all persons, firms and corporations, without discrimination as to number, or use or kind, who may apply therefor in good faith, for the transportation of any and all kinds of freight which may be legally conveyed within this State, and to receive, give bills of lading for and transport freight with all reasonable dispatch, and to provide and keep suitable facilities for the receiving and handling of the same at any station or switch on the line of its road, and at or near the intersection, or junction, or crossing of its line with the line of any other railroad, and also to receive and transport in like manner the empty or loaded cars freighted by any connecting, joining, or intersecting railroad to be delivered at any station or switch on its line, or to any other railroad at or near any junction or connection or intersection of any other railroad; to be loaded, discharged or reloaded, and returned to the road so connecting, joining, or intersecting, and for compensation it shall not demand or receive any sum greater or less than is accepted by it from any other person, firm or corporation, or any connecting, joining, or intersecting railroad for a like service.

RULE 2.—RECEIVING LOADED CARS.

Freight to be transported in carload lots shall be received by each initial carrier in cars provided by it when same are properly loaded on and tendered on its own tracks, or private, industrial, or other tracks, at the connection with its own lines.

RULE 3.—RECEIVING LESS THAN CARLOAD FREIGHT.

Freight to be transported in less than carload lots shall be delivered to and received by each initial carrier at its freight houses, platforms, or sheds, as may be customary, properly packed and marked for shipment.

RULE 4.—SHIPPING ORDER.

When freight is tendered as above provided, shipper shall also furnish advice to the agent of the carrier, in writing, the commodity shipped, number of packages, name of consignee, and point of destination, and the freight charges, if demanded in advance.

RULE 5.—ISSUING BILL OF LADING.

Upon receipt of freight and notice as herein specified, it shall be the duty of the agent of the carrier to immediately examine same, and if found as described to immediately issue and deliver to shipper a bill of lading, stating therein name of shipper, number of packages or pieces, commodity, name of consignee and destination, and if freight, as tendered, is in bad order, notation shall be made on the bill of lading. Immediately upon the issuance of bill of lading, carrier's control over and responsibility for such freight shall commence.

(This rule shall not be construed as requiring agents to certify as to the number of packages or pieces in cars tendered as carload shipments.)

RULE 6.—RATE OF MOVEMENT.

It shall be the duty of carriers to begin the forward movement of freight towards its destination within twenty-four hours (24) after the bill of lading is signed and after the movement thus commences, such freight shall be carried toward its destination at a rate not less than fifty (50) miles per day covering the whole period any carrier controls the same and at junction and divisional points, twelve (12) hours additional time shall be granted; except, that in movement of perishable freight and live stock in less than ten car lots, minimum rate shall be one hundred (100) miles per day and six (6) hours additional time at junction and divisional points.

Provided that agents shall advise shippers of live stock in carloads the time of arrival of the train on which same are to be moved and loading of such live stock shall be completed one (1) hour before the arrival of such train and on shipments of ten or more cars of live stock the minimum rate of movement per day shall be two hundred (200) miles, with no additional time at junction or divisional points.

RULE 7.—EXCLUDING HOLIDAYS.

In computing time, Sundays and legal holidays will be excluded.

RULE 8.—PARTIAL DELIVERIES.

When for any reason carriers are unable to tender entire shipment to consignee at destination, freight charges shall only be assessed and collected on that part of shipment which is tendered for delivery.

RULE 9.

The right is reserved by the Commission to relieve carriers, con-

signees or shippers from any hardships incident to the enforcement of these rules whether caused by matters over which they have control or not.

Guthrie, Oklahoma, February 27, 1909.

ORDER No. 160.

RULES GOVERNING THE FURNISHING OF CARS FOR LOADING.

RULE 1.—FURNISHING CARS.

For freight to be transported in carload lots initial carriers shall furnish adequate and suitable cars.

RULE 2.—REQUISITION AND RECEIPTS.

Requests for empty cars for loading shall be made in writing on blanks as shown in Rule No. 11 (which shall be furnished by the initial carrier), addressed to the agent of the initial carrier at or nearest to the point where said car or cars are wanted, and receipts as shown in Rule 11 shall be given by the agents of initial carriers to each party making such requests.

RULE 3.—DEPOSIT.

Before receiving and filing such requests agents may demand a deposit of, or security in the sum of Ten (\$10.00) Dollars per car for each car demanded.

RULE 4.—TIME FOR FURNISHING CARS.

Cars ordered as provided in Rule No. 3 shall be furnished and properly set for loading within the time designated below, counting from the next 7 a. m. following receipt of notice:

One or two cars.....	48 hours
Three or five cars.....	72 hours
Six or eight cars.....	120 hours
Nine or more cars.....	144 hours

RULE 5.—PLACING CARS.

Upon furnishing and setting of such car or cars so demanded, the carrier shall immediately notify the shipper, in writing, specifying the kind, initial and number and exact location of the said car or cars.

RULE 6.—RETURNING DEPOSIT.

Immediately upon the loading and properly tendering for shipment of cars furnished under preceding rules, the deposits, or security provided for in Rule No. 3, shall be returned to the shipper, provided such deposit or security was demanded by the agent.

RULE 7.—TIME FOR LOADING.

Within forty-eight (48) hours after the next 7 o'clock a. m. following the receipt of notice of placing of said car or cars, it shall be the duty of said shipper to properly load and make ready for movement said car or cars and to so notify said carrier in writing, specifying commodity with which loaded, name of consignee and point of destination.

RULE 8.—CHARGE FOR CARS NOT USED.

When shippers fail to commence loading within forty-eight hours after the next 7 o'clock a. m. following the receipt of notice that car or cars have been placed as ordered, carriers may remove said car or cars and deduct from amount so deposited or secured the sum of Five (\$5.00) Dollars for placing each of said cars and One (\$1.00) Dollar per day demurrage for each twenty-four (24) hours, or fraction thereof, that cars have remained at disposition of shipper after the next 7 o'clock a. m. following receipt of said notice of the placing of such car or cars. Provided, that if shipper, in writing, states that he desires said cars to remain at his disposal, the carrier shall not remove same until the demurrage that has accrued shall equal the amount deposited.

RULE 9.—EXCLUDING TIME.

(a) In computing time, Sundays and legal holidays will be excluded.

(b) In case of inclement weather between 7 o'clock a. m. and 6 o'clock p. m. during free time, where the property would be seriously damaged in loading, free time will be extended to an extent equaling the actual duration of such inclement weather so that shippers will have forty-eight hours of suitable weather in which to load the freight.

(c) If shippers fail to avail themselves of the first forty-eight hours of suitable weather, no additional free time will be allowed by reason of such neglect.

RULE 10.—INABILITY TO FURNISH CARS.

If any carrier, by reason of shortage of cars, is actually unable

to comply with all proper demands made upon it, its actual supply of the same shall be ratably and equitably proportioned and furnished.

Where shortage of cars on any division exceeds twenty-four, for two or more consecutive days, notice of such shortage shall be immediately furnished this Commission, stating the number of cars ordered, number furnished, and steps taken to supply deficiency.

RULE 11.—FORM OF REQUISITION.

Blanks of the following form shall be furnished in duplicate by the carrier to applicant; applicant shall fill out in duplicate, and tender to the agent of the carrier; who shall immediately number, date and sign, placing the original on file in his office, and returning duplicate to the applicant as his receipt:

Agent's No. _____ (Station.) (Date.)
 To Agent _____ Rail _____ Co.
 at _____, Oklahoma.
 I hereby make requisition for _____ cars suitable for
 shipping _____; destined to be placed at
 _____ on the _____ day of _____
 Agent _____ Rail _____ Co.

 (Hour) (Date)
 _____ Applicant.

(Provided, that where carriers have on hand supply of Empty Car Requisitions and Receipts, as outlined in this Commission's Order No. 10, same may be used in lieu of blank outlined above until present supply is exhausted.)

RULE 12.—FURNISHING REQUISITIONS.

Each carrier shall keep a sufficient supply of blanks provided for in Rule 11 on hand at all stations at all times, and it shall be the duty of the agent of the carrier to advise shippers that these requisitions are on hand and must be filled out, and, where necessary, shall assist shippers in filling out such applications.

RULE 13.

The right is reserved by the Commission to relieve carriers or shippers from any hardships incident to the enforcement of these rules, whether caused by matters over which they have control or not.

Guthrie, Oklahoma, February 27, 1909.

ORDER No. 170.

RULES GOVERNING THE RECONSIGNMENT OF FREIGHT.

RULE 1.—REFUSAL OF CARS AT DESTINATION.

If car or cars are refused at destination by consignee, the carrier shall promptly arrange for telegraphic information to be given the shipper.

RULE 2.—RECONSIGNMENT.

The destination and consignee of any carload shipment may be changed, and through rate from point of origin to final destination shall be protected subject to conditions named herein.

RULE 3.—CHARGES FOR RECONSIGNMENT.

(a) If destination is changed before arrival of car at original destination a charge of One (\$1.00) Dollar per car shall be made.

(b) If destination is changed after arrival at first destination, but before being set for unloading, a charge of Two (\$2.00) Dollars per car shall be made.

(c) If destination is changed after car has reached first destination and been set for unloading, a charge of Three (\$3.00) Dollars per car shall be made.

(d) Demurrage charges at first destination shall be assessed at the rate of One (\$1.00) Dollar for each twenty-four hours, or fraction thereof, after receipt of written notice of arrival by the consignee.

RULE 4.—THROUGH RATES.

Rates shall be assessed from point of origin to final destination via the route by which the cheapest rate can be made from point of origin to final destination via the first and subsequent destination.

RULE 5.—RATES ON LONG HAULS.

If changing destination causes a through haul via the shortest route of more than four hundred and fifty (450) miles, from point of origin to final destination via the first and subsequent destinations, a charge of four (4) mills per ton per mile shall be assessed for each mile hauled in excess of four hundred and fifty (450) miles, in addition to the through rates.

RULE 6.—DEFINITION OF FIRST DESTINATION.

When destination of shipment is changed in transit short of original destination, such point shall be considered as first destination.

RULE No. 7.

The right being reserved by the Commission to relieve carriers, consignees or shippers from any hardships incident to the enforcement of these rules whether caused by matters over which they have control or not.

Guthrie, Oklahoma, February 27, 1909.

ORDER No. 176.

No railroad or combination of railroads doing business in the State of Oklahoma shall charge for transportation of Green and Dry Hides, and Commodities named, between points in the State of Oklahoma, a greater or different rate of freight than provided in this tariff, unless authorized by this Commission.

LOCAL AND JOINT DISTANCE TARIFF.

Applying on goat skins, hides and sheep pelts, green or dry. Between all stations in Oklahoma on the railroads and railways operating in said State. (Subject to and governed by the Rules named herein and other Rules of this Commission.)

Distance—Miles.	Column One	Column Two	Column Three	Column Four
5 and under	12.5	11.0	8.5	5.6
10 and over 5.....	13.8	12.1	9.4	6.2
15 and over 10.....	15.1	13.2	10.3	6.8
20 and over 15.....	16.4	14.3	11.2	7.4
25 and over 20.....	17.7	15.4	12.1	8.
30 and over 25.....	18.9	16.4	12.9	8.6
35 and over 30.....	20.1	19.4	13.7	9.2
40 and over 35.....	21.3	18.4	14.5	9.8
45 and over 40.....	22.5	19.4	15.3	10.4
50 and over 45.....	23.7	20.4	16.1	11.
55 and over 50.....	24.8	21.3	16.8	11.5
60 and over 55.....	25.9	22.2	17.5	12.0
65 and over 60.....	27.	23.1	18.2	12.5
70 and over 65.....	28.1	24.0	18.9	13.0
75 and over 70.....	29.2	24.9	19.6	13.5
80 and over 75.....	30.2	25.6	20.2	13.9

Distance—Miles.		Column One	Column Two	Column Three	Column Four
85 and over 80.....		31.2	26.3	20.8	14.3
90 and over 85.....		32.2	27.0	21.4	14.7
95 and over 90.....		33.2	27.7	22.0	15.1
100 and over 95.....		34.2	28.4	22.6	15.5
110 and over 100.....		35.7	29.5	23.6	16.1
120 and over 110.....		37.2	30.6	24.6	16.7
130 and over 120.....		38.7	31.7	25.6	17.3
140 and over 130.....		40.2	32.8	26.6	17.9
150 and over 140.....		41.7	33.9	27.6	18.5
160 and over 150.....		43.1	34.9	28.5	19.0
170 and over 160.....		44.5	35.9	29.4	19.5
180 and over 170.....		45.9	36.9	30.3	20.0
190 and over 180.....		47.3	37.9	31.2	20.5
200 and over 190.....		48.7	38.9	32.1	21.0
210 and over 200.....		50.0	39.8	32.9	21.4
220 and over 210.....		51.3	40.7	33.7	21.8
230 and over 220.....		52.6	41.6	34.5	22.2
240 and over 230.....		53.9	42.5	35.3	22.6
250 and over 240.....		55.2	43.4	36.1	23.0
260 and over 250.....		56.4	44.1	36.7	23.3
270 and over 260.....		57.6	44.8	37.3	23.6
280 and over 270.....		58.8	45.5	37.9	23.9
290 and over 280.....		60.0	46.2	38.5	24.2
300 and over 290.....		61.2	46.9	39.1	24.5
310 and over 300.....		62.2	47.4	39.6	24.7
320 and over 310.....		63.2	47.9	40.1	24.9
330 and over 320.....		64.2	48.4	40.6	25.1
340 and over 330.....		65.2	48.9	41.1	25.3
350 and over 340.....		66.2	49.4	41.6	25.5
360 and over 350.....		67.1	49.8	42.0	25.6
370 and over 360.....		68.0	50.1	42.4	25.7
380 and over 370.....		68.9	50.4	42.8	25.8
390 and over 380.....		69.8	50.7	43.2	25.9
400 and over 390.....		70.5	51.0	43.5	26.0

RULE No. 1.

Rates named in Column One shall apply on goat skins, hides and sheep pelts, dry, in bundles, in less than carload lots.

One hundred and thirty (130) per cent of the rates named in Column One shall apply on goat skins, hides and sheep pelts, dry, loose, in less than carload lots.

RULE No. 2.

Rates named in Column Two shall apply on hides, sheep pelts and goat skins, dry, in straight or mixed carloads, minimum weight 12,000 pounds, except, that when cars are loaded to their full visible capacity, actual weight shall be charged.

RULE No. 3.

Rates named in Column Three shall apply on hides, sheep pelts and goat skins, green or green salted, in bundles, in less than carload lots.

RULE No. 4.

Rates named in Column Four shall apply on hides, sheep pelts and goat skins, green or green salted, in straight or mixed carloads, minimum weight 24,000 pounds, except, that when cars are loaded to their full visible capacity, actual weight shall be charged.

RULE No. 5.

Through joint rates for the transportation of commodities named herein over two or more lines of railroad which are not under the same management or control, either directly or indirectly, shall be made by adding to the rates prescribed herein the following arbitrary figures:

To rates named in Column One add eight cents per one hundred pounds.

To Rates named in Column Two add six cents per one hundred pounds.

To Rates named in Column Three add six cents per one hundred pounds.

To Rates named in Column Four add three cents per one hundred pounds.

Joint line rates shall not exceed the maximum one line rates shown herein.

Carriers must route shipments so that the lowest rates that can be made via any line or lines shall be applied, unless shipper specifically directs, in writing, a different route, and states therein that the higher rate shall be applied for movement via that line; except, that where two or more routes are available between point of origin and destination and shipper does not specifically designate either of said routes, as outlined above, the originating line may route shipments

over either of said routes, applying the lowest rate applicable via any of said routes. The mere delivery of a shipment at point of origin to other than the short line shall not be considered as specifying such route at the higher rate.

RULE No. 6.

Minimum charge on less than carload shipments shall be the Rate per 100 pounds. No single shipment to be charged less than twenty-five cents via one line and forty cents via two or more lines, which are not under the management or control, either directly or indirectly.

RULE No. 7.

Shipments shall be through way-billed from point of origin to destination and waybill must show through what junctions shipments are to be moved, and full name and address of consignor, and telegraph address, if different, in Consignor's Column.

RULE No. 8.

Shipments consigned "To Order" must show the name of the person, firm or corporation to whose order the shipment is consigned, which should follow immediately after the words "To Order." The name of the person, firm or corporation who should be notified at point of destination of the arrival of the goods must also be shown on bill of lading and waybill.

RULE No. 9.

Carload shipments of commodities named in this order may be stopped one time in transit to complete loading, at a charge of five dollars per car and the through rate from point of origin to destination shall be assessed on the entire shipment.

If shipments moving via other than short lines are stopped in transit to complete loading at points not on the direct short line, through mileage rate from point of origin to destination shall be assessed and not the short line rate.

RULE No. 10.

It is hereby ordered and directed that all railways and railroads doing business in the State of Oklahoma shall prepare joint rates and publish necessary tariffs to carry out the provisions of this Order. Two copies of such tariffs shall be filed with this Commission and one copy posted in each and every office of the railways and railroads doing

business in the State of Oklahoma on or before date effective. Where carriers fail to agree this Commission will direct the basis of revenue division on joint line shipments moving under this order.

This order shall be in full force and effect on and after April 10, 1909, a date after publication once a week for four consecutive weeks in the Guthrie Daily Leader, a newspaper of general circulation, published in the City of Guthrie, County of Logan, State of Oklahoma.

Guthrie, Oklahoma, March 13, 1909.

ORDER No. 198.

Each railroad and railway company named above shall on or before the date this order becomes effective, file in the office of the Corporation Commission of Oklahoma in the City of Oklahoma City, State of Oklahoma, one copy of each of the following documents, affecting the transportation of freight and passengers upon its line of railroad or railway in the State of Oklahoma.

RULE No. 1.

General freight and passenger tariffs, State and Interstate, both local and joint, together with all effective amendments and supplements.

RULE No. 2.

Special freight and passenger tariffs, schedules and rates sheets, State and Interstate, both local and joint, together with all effective amendments and supplements.

RULE No. 3.

Classifications, exceptions to classifications and all effective amendments and supplements.

RULE No. 4.

Agreements establishing freight and passenger traffic relations with other transportation lines where such relations affect freight or passengers originating at or destined to a point in Oklahoma.

RULE No. 5.

Division sheets and basis upon which such divisions are determined, covering traffic moving under documents named in Rules One to Three, inclusive.

RULE No. 6.

Percentage sheets and the agreements under which they are made covering traffic, moving under documents named in Rules One to Three, inclusive.

(NOTE—Documents mentioned in Rules 4, 5 and 6 need not be furnished until specifically requested by the Commission and where such documents are furnished within ten days after a specific request from this Commission, it will be considered as compliance with this Order.)

RULE No. 7.

Circulars and Orders (general) affecting the general movement, handling, or disposition of freight and passengers or the revenue derived therefrom.

(NOTE—This is only intended to cover general orders and not orders covering a specific movement or case.)

RULE No. 8.

Also at the time of their issuance and before effectiveness copies of all documents named above that may hereafter be issued for application upon such line of road.

(NOTE—Documents mentioned in Rule 7 may be mailed to the Commission the day they are issued and such mailing will be considered as compliance with this Order.)

RULE No. 9.

Where documents called for in Rules One to Six, inclusive, are issued by one of the companies named above and other companies named above or parties thereto, only the issuing company shall be required to furnish copies.

RULE No. 10.

Where documents referred to in Rules One to Six are issued by companies not named above, but freight affect or passengers moving over the lines of one or more of the companies named above, such company or companies shall file copies of such documents with this Commission the same as though they were issued by it.

(NOTE—Where two or more companies named above are parties to such issues they may designate either one of such companies to furnish such documents.)

RULE No. 11.

Where two or more of the companies named above designate some party to issue one or more of the documents referred to in Rules One to Six, inclusive, they may file with this Commission a sworn statement to the effect that such party is authorized to issue such documents for their account and furnish such documents to the Commission, such companies reserving the responsibility for failure on the part of said party to so furnish such copy and the Commission will then accept one copy of such documents from such party as compliance with this Order, so far as all of the companies filing the statement are concerned.

Guthrie, Oklahoma, May 4, 1909.

ORDER No. 201.

It is ordered, that the following rules and regulations be and are hereby prescribed, promulgated, and adopted for the use of all "Transportation Companies," "Transmission Companies," and "Public Service Corporations," subject to the jurisdiction of this Commission, in the keeping and recording of the accounts and the compiling of the statistics of their business; that each and every such company and each and every receiver, or operating trustee of any such company be required to keep all accounts and compile all statistics in conformity therewith, in so far as the same are pertinent and related to the facts and circumstances of any such company.

It is further ordered, that the rules and regulations herein contained are, and by virtue of this order do become, the lawful rules according to which the said accounts and statistics are defined; and that each and every person directly in charge of the accounts of any such company or of any receiver, or operating trustee of any such company, is hereby required to see to, and under the law is responsible for, the correct application of the said rules in keeping and recording of the accounts and statistics of any such company concerning its business in Oklahoma, and it shall be unlawful for any such company, or for any receiver or operating trustee of any such company or for any person directly in charge of the accounts and statistics of any such company, or any receiver or operating trustee of any such company to keep any account or record or memorandum of any accounting of statistical items except in the manner and form set forth and hereby prescribed, and except as hereinafter authorized.

It is further ordered, that any such company, or any receiver or operating trustee of any such company may subdivide any primary account in this Order established as may be required for the purpose

of any such company or of any receiver or operating trustee of any such company; or may make assignment of the amount charged or credited to any such primary account to operating divisions or to its individual lines; Provided, however, that a list of such sub-primary accounts set up or such assignments made by any such company or by any receiver or operating trustee of any such company be first filed in the office of this Commission, subject to disapproval by the Commission.

It is further ordered, that in order that the basis of comparison between the fiscal years ended June 30, 1910, and previous years be not destroyed, any such company, or any receiver or operating trustee of any such company may during the twelve months ended June 30, 1910, keep and maintain in addition to the accounts hereby prescribed, such portion or portions of its present accounts with respect to operating revenues, expenses and other items, as may be deemed desirable by any such company, or by any receiver or operating trustee thereof, for the purpose of such comparison; or, during the same period, may maintain such groupings of the primary accounts hereby prescribed as may be desired for that purpose.

It is further ordered, that any such company, or any receiver or operating trustee of any such company may—when no accounts and rules pertinent or relevant to their business are prescribed in this order, and in cases where it is proposed to improve the efficiency of administration and operation, unless, or until otherwise ordered—keep upon their books any temporary or experimental accounts; Provided, that in respect of each such temporary or experimental account, such company, or any receiver or operating trustee of such company shall file in the office of this Commission, a statement showing the names of said account or accounts, and a clear and accurate definition of the classes of items and facts to be contained in said account or accounts, and that any such temporary or experimental accounts shall be open to the inspection of the Commission.

It is further ordered, that in any case of doubt concerning the correct application of any rule herein named, the rules, text, and interpretations prescribed by the Interstate Commerce Commission relating thereto shall be taken.

RULE No. 1.

The Classification of Expenditures for Road and Equipment (steam roads) shall be as follows:

GENERAL ACCOUNTS.**Accounts:**

- I. ROAD.
- II. EQUIPMENT.
- III. GENERAL EXPENDITURES.

PRIMARY ACCOUNTS.**I. ROAD.**

- 1. Engineering.
- 2. Right of Way and Station Grounds.
- 3. Real Estate.
- 4. Grading.
- 5. Tunnels.
- 6. Bridges, Trestles and Culverts.
- 7. Ties.
- 8. Rails.
- 9. Frogs and Switches.
- 10. Track Fastenings and Other Material.
- 11. Ballast.
- 12. Track Laying and Surfacing.
- 13. Roadway Tools.
- 14. Fencing Right of Way.
- 15. Crossings and Signs.
- 16. Interlocking and Other Signal Apparatus.
- 17. Telephone and Telegraph Lines.
- 18. Station Buildings and Fixtures.
- 19. General Office Buildings and Fixtures.
- 20. Shops, Engine Houses and Turntables.
- 21. Shop Machinery and Tools.
- 22. Water Stations.
- 23. Fuel Stations.
- 24. Grain Elevators.
- 25. Storage Warehouses.
- 26. Dock and Wharf Property.
- 27. Electric Light Plants.
- 28. Electric Power Plants.
- 29. Electric Power Transmission.
- 30. Gas Producing Plants.
- 31. Miscellaneous Structures.
- 32. Transportation of Men and Material.
- 33. Rent of Equipment.

- 34. Repair of Equipment.
- 35. Earnings and Operating Expenses during construction.
- 36. Cost of Road Purchased.

II. EQUIPMENT.

- 37. Steam Locomotives.
- 38. Electric Locomotives.
- 39. Passenger Train Cars.
- 40. Freight Train Cars.
- 41. Work Equipment.
- 42. Floating Equipment.

III. GENERAL EXPENDITURES.

- 43. Law Expenses.
- 44. Stationery and Printing.
- 45. Insurance.
- 46. Taxes.
- 47. Interest and Commissions.
- 48. Other Expenditures.

The text and interpretations for the Accounts named in this Rule as prescribed by the Interstate Commerce Commission in First Revised Issue of "Classification of Expenditures for Road and Equipment" and supplements thereto shall be adopted.

Any person, firm, company, association of persons, or corporation who shall contract to build or equip any railroad within the State of Oklahoma, should keep a record of the expenditures for the construction and equipment thereof in the manner prescribed in this Rule and file the same with the railroad company for permanent record in its office.

It shall be the duty of any railroad company so constructed and equipped to secure and preserve in its office said record of expenditures properly classified and file a certified copy of the same in the office of the Corporation Commission.

Expenditures for Road and Equipment in Oklahoma shall be separated from the Entire Line Expenditures and classified in accordance with the accounts named in this rule. Any expenditures which cannot be accurately allotted to Oklahoma, shall be estimated, and the basis or formula of such estimate shall be shown in the reports to the Commission.

The accounts named in this Rule shall be used by Steam Roads only.

RULE No. 2.

The Classification of Operating Revenues for Steam Roads shall be as follows:

GENERAL ACCOUNTS.

Account:

I. REVENUE FROM TRANSPORTATION.

II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.

PRIMARY ACCOUNTS.

I. REVENUE FROM TRANSPORTATION.

1. Freight Revenues.
2. Passenger Revenues.
3. Excess Baggage Revenue.
4. Parlor and Chair Car Revenue.
5. Mail Revenue.
6. Express Revenue.
7. Milk Revenue (on passenger trains).
8. Other Passenger Train Service.
9. Switching Revenue.
10. Special Service Train Revenue.
11. Miscellaneous Transportation Revenue.

II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.

12. Station and Train Privileges.
13. Parcel Room Receipts.
14. Storage—Freight.
15. Storage—Baggage.
16. Car Service.
17. Telegraph and Telephone Service.
18. Rents of Buildings and Other Property.
19. Miscellaneous.
20. Joint Facilities Revenue—Dr.
21. Joint Facilities Revenue—Cr.

The text and interpretations for the above named operating Revenue Accounts as prescribed by the Interstate Commerce Commission in the first issue and supplements of its Classification of Operating Revenues for Steam Roads, now in effect, shall be adopted.

Freight and Passenger Revenues derived from strictly intrastate traffic (between points in Oklahoma) shall be kept separate from Entire Line Revenue, and classified as follows:

- (a) Local State.
- (b) Interline State.

All other Operating Revenues as named shall be kept separate from Entire Line Operating Revenues as far as possible to do so.

If it is necessary to use an arbitrary basis to apportion any operating revenues, accruing to Oklahoma, said basis shall be prescribed, or elected by the accounting department of each railway company, provided, the formulae or rules applied to each of the foregoing Operating Revenue Accounts, so divided, are fully explained in the Annual Reports filed with the Corporation Commission.

Note:—The Commission would suggest for the consideration of the Railway Companies the following classification of Operating Revenues accruing to Oklahoma, in addition to that herein prescribed:

- (a) Local Interstate.
- (b) Interline Interstate.

including a proportion of Revenue derived from traffic having origin and destination beyond the State of Oklahoma.

The Accounts named in this Rule shall be used by Steam Roads only.

RULE No. 3.

The classification of Operating Expenses for Steam Roads operating in the State of Oklahoma shall be as follows:
For Large Roads.

GENERAL ACCOUNTS.

Account:

- I. MAINTENANCE OF WAY AND STRUCTURES.
- II. MAINTENANCE OF EQUIPMENT.
- III. TRAFFIC EXPENSES.
- IV. TRANSPORTATION EXPENSES.
- V. GENERAL EXPENSES.

PRIMARY ACCOUNTS.

I. MAINTENANCE OF WAY AND STRUCTURES.

1. Superintendence.
2. Ballast.
3. Ties.
4. Rails.
5. Other Track Material.
6. Roadway and Track.
7. Removal of Snow, Sand and Ice.
8. Tunnels.
9. Bridge, Trestles and Culverts.
10. Over and Undergrade Crossings.
11. Grade Crossings, Fences, Cattle Guards and Signs.
12. Snow and Sand Fences, and Snowsheds.
13. Signal and Interlocking Plants.
14. Telegraph and Telephone Lines.
15. Electric Power Transmission.
16. Buildings, Fixtures and Grounds.
17. Docks and Wharves.
18. Roadway Tools and Supplies.
19. Injuries to Persons.
20. Stationery and Printing.
21. Other Expenses.
22. Maintaining Joint Tracks, Yards and other Facilities
—Dr.
23. Maintaining Joint Tracks, Yards and other Facilities
—Cr.

II. MAINTENANCE OF EQUIPMENT.

24. Superintendence.
26. Steam Locomotives—Renewals.
27. Steam Locomotives—Depreciation.
28. Electric Locomotives—Repairs.
29. Electric Locomotives—Renewals.
30. Electric Locomotives—Depreciation.
31. Passenger Train Cars—Repairs.
32. Passenger Train Cars—Renewals.
33. Passenger Train Cars—Depreciation.
34. Freight Train Cars—Repairs.
35. Freight Train Cars—Renewals.
36. Freight Train Cars—Depreciation.
37. Electric Equipment of Cars—Repairs.

38. Electric Equipment of Cars—Renewals.
39. Electric Equipment of Cars—Depreciation.
40. Floating Equipment—Repairs.
41. Floating Equipment Renewals.
42. Floating Equipment—Depreciation.
43. Work Equipment—Repairs.
44. Work Equipment—Renewals.
45. Work Equipment—Depreciation.
46. Shop Machinery and Tools.
47. Power Plant Equipment.
48. Injuries to Persons.
49. Stationery and Printing.
50. Other Expenses.
51. Maintaining Joint Equipment at Terminals—Dr.
52. Maintaining Joint Equipment at Terminals—Cr.

III. TRAFFIC EXPENSES.

53. Superintendence.
54. Outside Agencies.
55. Advertising.
56. Traffic Associations.
57. Fast Freight Lines.
58. Industrial and Immigration Bureaus.
59. Stationery and Printing.
60. Other Expenses.

IV. TRANSPORTATION EXPENSES.

61. Superintendence.
62. Dispatching Trains.
63. Station Employes.
64. Weighing and Car Service Associations.
65. Coal and Ore Docks.
66. Station Supplies and Expenses.
67. Yardmasters and their Clerks.
68. Yard Conductors and Brakemen.
69. Yard Switch and Signal Tenders.
70. Yard Supplies and Expenses.
71. Yard Enginememen.
72. Enginehouse Expenses—Yard.
73. Fuel for Yard Locomotives.
74. Water for Yard Locomotives.
75. Lubricants for Yard Locomotives.
76. Other Supplies for Yard Locomotives.

- 77. Operating Joint Yards and Terminals—Dr.
- 78. Operating Joint Yards and Terminals—Cr.
- 79. Motormen.
- 80. Road Enginemen.
- 81. Enginehouse Expenses—Road.
- 82. Fuel for Road Locomotives.
- 83. Water for Road Locomotives.
- 84. Lubricants for Road Locomotives.
- 85. Other Supplies for Road Locomotives.
- 86. Operating Power Plants.
- 87. Purchased Power.
- 88. Road Trainmen.
- 89. Train Supplies and Expenses.
- 90. Interlockers and Blocks and Other Signals—Operation.
- 91. Crossing Flagmen and Gatemen.
- 92. Drawbridge Operation.
- 93. Clearing Wrecks.
- 94. Telegraph and Telephone—Operation.
- 95. Other Floating Equipment.
- 96. Express Service.
- 97. Stationery and Printing.
- 98. Other Expenses.
- 99. Loss and Damage—Freight.
- 100. Loss and Damage—Baggage.
- 101. Damage to Property.
- 102. Damage to Stock on Right of Way.
- 103. Injuries to Persons.
- 104. Operating Joint Tracks and Facilities—Dr.
- 105. Operating Joint Tracks and Facilities.—Cr.

V. GENERAL EXPENSES.

- 106. Salaries and Expenses of General Officers.
- 107. Salaries and Expenses of Clerks and Attendants.
- 108. General Office Supplies and Expenses.
- 110. Insurance.
- 111. Relief Department Expenses.
- 112. Pensions.
- 113. Stationery and Printing.
- 114. Other Expenses.
- 115. General Administration Joint Tracks, Yards and Terminals—Dr.
- 116. General Administration Joint Tracks, Yards and Terminals—Cr.

For Small Roads:—That is to say, for terminal and switching companies and for companies operating a mileage of 250 miles or less, and having Annual Operating Revenues not in excess of \$1,000,000.00. (Small roads which are not independent of the control of any operating carrier included in the class of large carriers are required to keep their accounts and records of Operating Expenses in conformity with the rules and requirements prescribed for large roads.)

The following classification is designed for small and independently operated steam roads:

I. MAINTENANCE OF WAY AND STRUCTURES.

1. Superintendence.
2. Maintenance of Roadway and Track.
3. Maintenance of Track Structures.
4. Maintenance of Buildings, Docks and Wharves.
5. Injuries to Persons.
6. Other Maintenance of Way and Structures Expenses.
7. Maintaining Joint Tracks, Yards and Other Facilities
—Dr.
8. Maintaining Joint Tracks, Yards and Other Facilities
—Cr.

II. MAINTENANCE OF EQUIPMENT.

9. Superintendence.
10. Locomotive—Repairs.
11. Cars—Repairs.
12. Floating Equipment—Repairs.
13. Work Equipment—Repairs.
14. Equipment—Renewals.
15. Equipment—Depreciation.
16. Injuries to Persons.
17. Other Maintenance of Equipment Expenses.
18. Maintaining Joint Equipment at Terminals—Dr.
19. Maintaining Joint Equipment at Terminals—Cr.

III. TRAFFIC EXPENSES.

20. Traffic Expenses.

IV. TRANSPORTATION EXPENSES.

21. Superintendence and Dispatching Trains.
22. Station Service.
23. Yard Enginemmen.

24. Other Yard Employes.
25. Fuel for Yard Locomotives.
26. All Other Yard Expenses.
27. Operating Joint Yards and Terminals—Dr.
28. Operating Joint Yards and Terminals—Cr.
29. Road Enginemen and Motormen.
30. Fuel for Road Locomotives.
31. Other Road Locomotive Supplies and Expenses.
32. Road Trainmen.
33. Train Supplies and Expenses.
34. Injuries to Persons.
35. Loss and Damages.
36. Other Casualties.
37. All other Transportation Expenses.
38. Operating Joint Tracks and Facilities—Dr.
39. Operating Joint Tracks and Facilities—Cr.

V. GENERAL EXPENSES.

40. Administration.
41. Insurance.
42. Other and General Expenses.
43. General Administration Joint Tracks, Yards and Terminals—Dr.
44. General Administration Joint Tracks, Yards and Terminals—Cr.

Operating Expenses chargeable to the Total Revenues credited to Oklahoma shall be kept separate from "Entire Line" Operating Expenses as far as it is possible to do so.

Expenses which cannot be accurately allotted to Oklahoma shall be apportioned on an arbitrary basis to be prescribed or elected by the Auditing department of each railway company; Provided, the formulæ or rules applied to each of the foregoing Operating Expense Accounts, so divided are fully explained in the Annual Reports filed with the Corporation Commission.

The Text and Interpretations for the above named Operating Expense accounts as prescribed by the Interstate Commerce Commission shall be adopted.

RULE No. 4.

The Classification for Locomotive—Miles, Car—Miles, and Train—Miles for Steam Roads shall be as follows:

I. CLASSIFICATION OF LOCOMOTIVE—Miles.

Revenue Service:

- Freight Locomotive—miles.
- Passenger Locomotive—miles.
- Mixed Locomotive—miles.
- Special Locomotive—miles.
- Switching Locomotive—miles.
- Non-Revenue Service Locomotive—miles.

II. CLASSIFICATION OF CAR—Miles.

Revenue Service:

- Freight Car—miles.
 - Loaded.
 - Empty.
 - Caboose.
- Passenger Car—miles.
 - Passenger.
 - Sleeping, Parlor and Observation.
 - Other Passenger—Train Cars.
- Special Cars—miles.
 - Freight—Loaded.
 - Freight—Empty.
 - Caboose.
 - Passenger.
 - Sleeping, Parlor and Observation.
 - Other Passenger—Train Cars.
- Non-Revenue Service Car—miles.

III. CLASSIFICATION OF THE TRAIN—Miles.

Revenue Service:

- Freight Train—miles.
- Passenger Train—miles.
- Mixed Train—miles.
- Special Train—miles.
- Non-Revenue Service Train—miles.

The text and interpretations as prescribed by the Interstate Commerce Commission shall be adopted.

Statistics in accordance with the above Classification shall be separated from "Entire Line" business and made to cover both freight and passenger traffic moving between points in the State of Oklahoma.

The miles shall be accurately ascertained in so far as it is possible. If it is necessary to use an arbitrary basis in the segregation, said basis shall be prescribed by the accounting department of each railway company and explained in the reports to this Commission.

RULE No. 5.

The Classification of Account for Outside Operations for Steam Roads, as prescribed by the Interstate Commerce Commission, shall be adopted.

RULE No. 5a.

Accounts shall be kept in such manner that each steam road may be able to render monthly or annually statements showing under each—"Local State" and "Interline State" headings, the following information:

- (a) Total number of tons of freight carried.
- (b) Total number of tons of freight carried one mile.
- (c) Average distance haul of one ton—miles.
- (d) Number of tons of freight carried earning revenue.
- (e) Number of tons of freight earning revenue carried one mile.
- (f) Average distance haul of one ton—miles.
- (g) Number of tons carried of "Dead Head" freight.
- (h) Number of tons of "Dead Head" freight carried one mile.
- (i) Average distance haul of one ton—miles.
- (j) Total Freight revenue.
- (k) Revenue per ton per mile on all freight.
- (l) Revenue per ton per mile on revenue earning freight.
- (m) Weight of each class and commodity, carloads.
- (n) Number of tons of each class and commodity, carloads, carried one mile.
- (o) Revenue per ton per mile on each class and commodity, carload.
- (p) Average haul of each class and commodity, carload.

"Deadhead" defined—Company freight and other freight not earning revenue.

"Local State" defined—Traffic between points in Oklahoma moving over the line of one carrier, only.

"Interline State" defined—Traffic between points in Oklahoma moving over the lines of two or more carriers.

RULE No. 6.

The Classification of Revenue and Expense Accounts for Electric Lighting and Power Plant Companies shall be as follows:

I. REVENUE AND INCOME ACCOUNTS.

1. Municipal Lighting.

Credit this account with the amount of income derived from sale of current to city for lighting public buildings.

2. Commercial Lighting—Metered.

Credit this account with income derived from current sold to all consumers on a meter basis, except to municipalities.

3. Commercial Lighting—Not Metered.

Credit this account with the amount of revenue derived from consumers using light on flat rate basis.

4. Power Service—Metered.

Credit this account with revenue derived from power consumers on metered basis.

5. Railway Service.

Credit this account with revenue derived from sale of current to Electric Railway Utilities.

6. Merchandise Sales Profits.

Credit this account with receipts derived from sale of Electric Merchandise, Appliances, etc., used in connection with electric energy, and charge this account with cost of same, including handling, freight, etc., the difference showing either profit or loss.

7. Interests on Deposits.

Credit this account with interest derived from deposits of utility funds held by banks, trust companies, etc.

8. Miscellaneous Receipts.

Credit this account with income derived from sale of junk, scrap, salvage, and other small receipts not directly connected with any special department.

OPERATING EXPENSE ACCOUNTS.

I. SWITCHBOARD EXPENSES.

1. Power Plant Wages.

Charge this account with wages paid to employes working in Electric Plant on regular daily routine such as oiling, wiping, sweeping,

inspecting plant, washing windows, cleaning or sprinkling yard or cleaning outhouses, firing, wheeling ashes, whitewashing inside, etc.

2. Fuel Used.

Charge this account with amount of fuel used under boilers at electric plant.

3. Water Used.

Charge this account with amount of water purchased for generating steam at plant.

4. Lubricants and Waste Used.

Charge this account with oil, waste and packing used in operation of steam and electric plant equipment.

5. Miscellaneous Supplies and Expenses.

Charge this account with various small supplies and expenses incidental to operating in electric plant, such as brooms for sweeping, hose for sprinkling, soap and towels for toilets, ice for drinking water, wheelbarrows, etc.

6. Hired Power.

Charge this account with cost of electric energy purchased from other companies.

II. PLANT EXPENSES.

7. Maintenance Steam Plant.

Charge this account with repairs both usual and extraordinary, to the engines, boilers, and all apparatus, used as the original power unit or means of producing and supplying the original power with which to operate generators.

8. Maintenance Electric Plant.

Charge this account with repairs both usual and extraordinary to all generating apparatus, etc., used to produce, measure, control, regulate and convey the electric output.

9. Maintenance Buildings and Fixtures.

Charge this account with repairs and cost of maintaining the plant buildings, fences, outhouses, walks, platforms, etc.

10. Maintenance Miscellaneous Equipment.

Charge this account with repairs and cost of maintaining that equipment not enumerated under any of the preceding or succeeding captions, such as meter testing departments, blacksmith and repair shop, lighting system for plant use, fire alarm apparatus, etc.

III. DISTRIBUTION AND MAINTENANCE.

11. Labor on Lines.

This is a labor expense only and this account should be charged with items such as labor returning services, returning pole lines where same are discontinued, and any labor expense incurred by employes on lines, otherwise than constructing or maintaining same.

12. Street Lines and Wires.

Charge this account with repairs and maintaining of street lines, such as setting new guys, replacing broken wires or uncovered wires where insulation has worn off, replacing broken or worn out poles, replacing decayed cross arms, pulling up slack in lines, etc.

13. Transformers.

Charge this account with repair work and materials used on transformers only, and restenciling and repainting same.

14. Meters.

Charge this account with repair work and materials used on meters only and restenciling and repainting same.

15. Arc Lamps.

Charge this account with repairing and maintaining arc lamps, such as replacement of broken or worn out parts, painting, cleaning, and general overhauling of same.

16. Tools and Instruments.

Charge this account with incidental charges and repairs to all tools used in manufacture and distribution of electric current, such as carpenter tools, line construction tools, wiring tools, portable meters and testing apparatus and any appliance used as a tool for constructing or testing anything belonging to plant or line construction.

17. Services.

Charge this account with cost of labor and material maintaining services, such as replacing rotten service poles and cross arms, raising wires out of way of consumer, refastening secondary transformers where they have become loose and dangerous to those beneath.

18. Reading Meters.

Charge this account with cost of labor reading meters.

19. Incandescent Lamp Renewals.

Where free renewals are made, charge this account with cost of lamps renewed to consumers, cost of relabeling, etc.

20. Consumers' Repairs.

Charge this account with small repairs rendered gratis to con-

sumers where property has been damaged by employes, and renewals or repairs of parts which have become damaged by reason of carelessness of employes in first installation.

21. Arc Globe Renewals.

Charge this account with cost of globes renewed to city and commercial arc lamps, where free renewals are made.

22. Carbons Used.

Charge this account with the amount of carbon used in city and commercial arc lamps.

23. Cost of Meter Changes.

Charge this account with cost of returning meters, and setting meters on old services.

24. Trimmers' Wages.

Charge this account with labor expenses in trimming city and commercial arc lamps.

25. Troublemens.

Charge this account with cost of labor expended in answering trouble calls, such as fuses blown, "no light" calls, looking after wire in case of fire, etc.

26. Fire Loss.

Charge this account with meters, transformers, arc lamps, and other apparatus of the company which may be consumed by fire, and not covered by insurance.

27. Tornado Loss.

Charge this account with cost of extraordinary repairs caused by tornadoes and not covered by insurance.

IV. GENERAL EXPENSES.

28. Rebates.

Charge this account with cost of extraordinary repairs caused correcting errors in billing, adjusting accounts, and wiping off absolutely worthless accounts. Where a discount is allowed on the billing, charge the same to this account.

29. Salaries of General Officers.

Charge this account with salaries of general officers of the utility company.

30. Salaries of Clerks.

Charge this account with salaries paid to clerks employed in general office of the company.

31. Printing and Stationery.

Charge this account with all printing, forms and paper supplies used by the company in any department. Also, such items as additional type for addressographs, rules, paper, fasteners, ink, paste, blotters, erasers, pencils, stamped envelopes inkstands, etc. Also, all bound books containing company's records.

32. Telephone and Telegraph.

Charge this account with cost of telephone and telegraph service.

33. Advertising, Canvassing and Soliciting.

Charge this account with cost of displaying "ads" in conspicuous places, signs, ads in papers, write-ups in papers and magazines, solicitor's time, etc.

34. Miscellaneous General Expenses and Office Sundries.

Charge this account with cost of miscellaneous small items of expense occurring mostly in office, such as porter's hire, cleaning up in general, painting offices where same are rented, making changes in location of department wiring and rewiring for lighting systems, etc.

35. Legal Expense.

Charge this account with cost of retaining attorneys, legal opinions, advice, etc.

36. Office Rents.

Charge this account with rents paid on office buildings not owned by the company.

37. Insurance.

Charge this account each month with insurance expiring during that period and credit insurance unexpired with a like amount. This obviates charging a whole year, or longer period of insurance into operating expenses when same should rightfully be apportioned evenly over the months in which its belongs,

38. Taxes.

Charge this account each month with one-twelfth of the estimated annual taxes. An open account should be kept, to which should be credited from month to month the charges so made, and to which should be charged the actual taxes when paid.

39. Horse and Wagon Care and Hire.

Charge this account with cost of hiring horses and wagons for general use, caring for horses owned, repairs to wagons, harness and autos, also, repairs to autos and gasoline for same.

40. Storeroom Expenses.

Charge this account with part of stockkeeper's time, towels, soap, heat, brooms, etc., used in this department.

41. Injuries and damages.

Charge this account with cost of civil suits, where decided against the company, damages paid plaintiff. Cost of injuries done outsiders where settled without suit. Damages to property not owned by the company.

V. UNDISTRIBUTED ACCOUNTS.**42. General Interest.**

Charge this account with interest paid on notes payable and other negotiable paper held against the company. Any interest collected on notes receivable should be credited to this account.

43. Bond Interest.

Charge this account with moneys paid out as interest on the bonded indebtedness of the company outstanding.

RULE No. 7.

The Classification of Revenue and Expenses Accounts for Gas Companies shall be as follows:

I. REVENUE AND INCOME ACCOUNTS.**1. Domestic Gas.**

Credit this account with the income derived from sale of gas to consumers using gas for domestic purposes, only.

2. Special Gas.

Credit this account with income from special consumers who by reason of using gas for heating of boarding houses, schools, churches, etc., are entitled to a different rate.

3. Manufacturing Gas.

Credit this account with income derived from the sale of gas to manufacturing concerns used in operating their plants.

4. Merchandise Sales Profits.

Credit this account with receipts derived from the sale of gas appliances and charge with cost of same, including all incidentals connected thereto; the difference showing the loss or profit.

5. Miscellaneous Receipts.

Credit this account with receipts derived from the sale of old scrap iron, junk, or any receipts not derived from any special department.

OPERATING EXPENSE ACCOUNTS.

I. PLANT EXPENSES.

1. Gas Plant Wages.

Charge this account with labor expenses, such as firing retorts, cleaning up around plant and other expenses incurred in operating the plant.

2. Fuel Used.

Charge this account with cost of fuel used in the manufacturing of gas, such as coal, fuel oil, or coke, etc.

3. Water Used.

Charge this account with the cost of water used in the manufacture of gas.

4. Oil and Waste Used.

Charge this account with the cost of oil, waste and packing used in the manufacturing of gas.

5. Purifying Material Used.

Charge this account with the cost of iron oxide used, and any other purifying materials used in the manufacture of gas.

6. Miscellaneous Manufacturing Expenses.

Charge this account with small miscellaneous expenses not incurred under any special expense accounts, such as brooms for sweeping out, soap and towel, ice, and casks for drinking water, hose for sprinkling, wheelbarrows, and other small incidental expenses.

7. Tar and Coke Produced.

Credit this account with tar and coke produced in the manufacture of gas, and charge the supply account at the same time. The charge to this account is deducted from the operating expenses inasmuch as it adds to the value of the tangible assets.

8. Maintenance, Land and Buildings.

Charge this account with repairs and cost of maintaining plant buildings, fences, sheds, outbuildings, grading yard, repairing any of the above, etc.

9. Maintenance—Gas Plant.

Charge this account with maintenance and repairs of any machinery and apparatus used in the manufacture of gas, such as boilers, retorts, compressors, holders, smoke stacks, pumps, etc.

10. Cost of Gas.

This account is to be used only where the local or distributing company purchases gas from pipe line or other wholesale agents, as is common in natural gas districts. Charge this account with net cost of gas.

II. DISTRIBUTION AND MAINTENANCE.**11. Reading Meters.**

Charge this account with the cost of labor expended in the reading of meters.

12. Distribution, Supplies and Expenses.

Charge this account with small expenses incurred on line between plant and consumers' meters. These expenses may arise either during construction or maintenance, and are such as would not be charged direct to special departments.

13. Mains.

Charge this account with the cost of all materials and labor required in properly maintaining the mains in a safe and suitable state of distribution.

14. Services.

Charge this account with the cost of labor and materials necessary to properly maintain companies' services, such as replacing broken service pipes, tightening loose connections, replacing bad connections, etc.

15. Meters.

Charge this account with cost of labor and materials used in repairing, repainting and remodeling meters.

16. Tools and Instruments.

Charge this account with the cost of labor and material used in repairing, repainting, or replacing broken parts of tools, etc., such as new hammers, handles, new dies for stocks, new parts and repairs for provers, etc.

17. Gas Arc Lamps.

Charge this account with labor and material used in repairing gas arcs, and general maintenance of same, not to be confused with mantle or globe renewals.

18. Gas Regulators.

Charge this account with all cost incurred in repairing, repainting and maintaining regulators, such as new parts where broken, where regulators are housed separately, replacing or repairing buildings, repainting, etc.

19. Superintending Lines.

Charge this account with Superintendent's time spent on construction of new extension to mains, also hire of horse and buggy while engaged in same.

20. Cost of Meter Changes.

Charge this account with cost of labor and material used in returning meters from consumer, and setting meters on old services.

21. Watchmen.

Charge this account with time of watchman employed in watching any of the various properties of the utility company.

22. Fire Loss.

Charge this account with cost of meters, regulators, or other apparatus consumed by fire, where not covered by insurance.

23. Tornado Loss.

Charge this account with cost of meters, regulators, and other apparatus destroyed by tornadoes, where not covered by insurance.

III. GENERAL EXPENSES.

24. Rebates.

Charge this account with direct losses against income such as correcting errors in billing, adjusting accounts, and wiping off old absolutely worthless accounts. Where a discount is allowed on the billing, charge the same to this account.

25. Salaries of General Officers.

Charge this account with salaries of general officers of the utility company.

26. Salaries of Clerks.

Charge this account with the salaries paid to clerks employed in general office of the company.

27. Printing and Stationery.

Charge this account with all printing, forms, and paper supplies used by the company in any department. Also such items as additional type for addressographs, rulers, paper fasteners, ink, paste, blotters, erasers, pencils, stamped envelopes, inkstands, etc. Also bound books containing company records.

28. Telephone and Telegraph.

Charge this account with cost of telephone and telegraph service.

29. Advertising, Canvassing and Soliciting.

Charge this account with cost of displaying advertisements in

conspicuous places, ads in papers, write-ups in papers and magazines, and solicitor's time, etc.

30. Miscellaneous General Expenses and Office Sundries.

Charge this account with miscellaneous items of small expense occurring mostly in office, such as porter's hire, cleaning up in general, painting offices where same are rented, making changes in location of department wiring and rewiring for lighting systems, etc.

31. Legal Expenses.

Charge this account with cost of retaining attorneys, legal opinions, advice, etc.

32. Office Rents.

Charge this account with rents paid on office buildings not owned by company.

33. Insurance.

Charge this account each month with insurance expiring during that period and credit insurance unexpired with like amount. This obviates charging a whole year, or longer period of insurance into operating expenses, when same should rightfully be apportioned evenly over the month in which it belongs.

34. Taxes.

Charge this account each month with one-twelfth of the estimated annual taxes. An open account should be kept, to which should be credited from month to month the charges so made and to which should be charged the actual taxes when paid.

35. Horse and Wagon Care and Hire.

Charge this account with the cost of hiring horses and wagons for general use, caring for horses owned, repairs to wagons, harness, and autos, also repairs to autos, and gasoline for same.

36. Store Room Expenses.

Charge this account with the part of stock keeper's time, towels, soap, heat, brooms, etc., used in this department.

37. Injuries and Damages.

Charge this account with the cost of civil suits, where decided against company, damages paid plaintiff. Costs of injuries done outsiders where settled without suit. Damages to property not owned by company.

IV. UNDISTRIBUTED ACCOUNTS.

38. General Interest.

Charge this account with interest paid on notes payable and other

negotiable paper held against the company. Any interest collected on notes receivable should be credited to this account.

39. Bond Interest.

Charge this account with moneys paid out as interest on the outstanding bonded debt of the company.

RULE No. 8.

The Classification of Operating Revenues of Express Companies shall be as follows:

GENERAL ACCOUNTS.

Account.

I. REVENUE FROM TRANSPORTATION.

II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.

PRIMARY ACCOUNTS.

I. REVENUE FROM TRANSPORTATION:

1. Express Revenue.
2. Miscellaneous Transportation Revenue.

II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:

3. Custom Houses Brokerage Fees.
4. Order and Commission Department.
5. Rents of Buildings and Other Property.
6. Money Orders—Domestic.
7. Money Orders—Foreign.
8. Traveler's Cheques—Domestic.
9. Traveler's Cheques—Foreign.
10. "C. O. D." Checks.
11. Telegraphic Transfers.
12. Letters of Credit.
13. Other Revenue—Financial Department.
14. Miscellaneous Revenue.
Express Privileges—Dr.

The text and interpretations for the above named Revenue Accounts, as prescribed by the Interstate Commerce Commission, shall be adopted.

The revenue derived from traffic moving between points in the State of Oklahoma shall be kept separate from Entire Line Revenues and shall be classified as—

Local State and
Interline State.

Other revenues accruing to Oklahoma from operations other than transportation and from Interstate traffic to and from points in Oklahoma shall be apportioned and credited to Oklahoma under rules selected by the accounting department of each express company, provided that the rule or formulae used for each of the above named revenue accounts is fully explained in the annual reports of the Commission.

RULE No. 9.

The classification of operating expenses of express companies shall be as follows:

GENERAL ACCOUNTS.

Account.

- I. MAINTENANCE.
- II. TRAFFIC EXPENSES.
- III. TRANSPORTATION EXPENSES.
- IV. GENERAL EXPENSES.

PRIMARY ACCOUNTS.

- I. MAINTENANCE.
 1. Superintendence.
 2. Buildings, Fixtures, and Grounds.
 3. Office Equipment.
 4. Cars—Repairs.
 5. Cars—Renewals.
 6. Cars—Depreciation.
 7. Horses.
 8. Vehicles—Repairs.
 9. Vehicles—Renewals.
 10. Stable Equipment.
 11. Transportation Equipment.
 12. Other Expenses.
 13. Maintaining Joint Facilities—Dr.
 14. Maintaining Joint Facilities—Cr.

II. TRAFFIC EXPENSES.

- 15. Superintendence.
- 16. Outside Agencies.
- 17. Advertising.
- 18. Traffic Associations.
- 19. Stationery and Printing.
- 20. Other Expenses.

III. TRANSPORTATION EXPENSES.

- 21. Superintendence.
- 22. Office Employes.
- 24. Wagon Employes.
- 25. Office supplies and Expenses.
- 26. Rent of Local Offices.
- 27. Stable Employes.
- 28. Stable Supplies and Expenses.
- 29. Train Employes.
- 30. Train Supplies and Expenses.
- 31. Transfer Employes.
- 32. Transfer Expenses.
- 33. Stationery and Printing.
- 34. Loss and Damage—Freight.
- 35. Loss and Damage—Money.
- 36. Damage to Property.
- 37. Injuries to Persons.
- 38. Other Expenses.
- 39. Operating Joint Facilities—Dr.
- 40. Operating Joint Facilities—Cr.

IV. GENERAL EXPENSES.

- 41. Salaries and Expenses of General Offices.
- 42. Salaries and Expenses of Clerks and Attendants.
- 43. General Office Supplies and Expenses.
- 44. Law Expenses.
- 45. Insurance.
- 46. Pensions.
- 47. Stationery and Printing.
- 48. Other Expenses.
- 49. General Administration Joint Facilities—Dr.
- 50. General Administration Joint Facilities—Cr.

The text and interpretations for the above named Operating Ex-

pense Accounts, as prescribed by the Interstate Commerce Commission, shall be adopted.

Operating expenses chargeable to each class of revenue credited to Oklahoma shall be kept separate from "Entire Line" Operating Expenses as far as it is possible to do so.

Expenses which cannot be accurately allotted to Oklahoma shall be apportioned on an arbitrary basis to be prescribed or elected by the accounting department of each express company, provided, the formulae or rules applied to each of the foregoing operating expense accounts, so divided, are fully explained in the annual reports filed with the Corporation Commission.

RULE No. 10.

Account.

I. REAL ESTATE USED IN OPERATION.

II. BUILDINGS AND FIXTURES USED IN OPERATION.

III. EQUIPMENT.

1. Cars.
2. Horses.
3. Vehicles.
4. Other Equipment.

The text and interpretations for the above named Expenditure Accounts, as prescribed by the Interstate Commerce Commission, shall be adopted.

Expenditures made within the State of Oklahoma shall be separated from "Entire Line" Expenditures.

RULE No. 11.

The classification of expenditures for Road and Equipment of Electric Railways shall be as follows:

GENERAL ACCOUNTS.

Account.

I. ROAD.

II. EQUIPMENT.

III. GENERAL EXPENDITURES .

PRIMARY ACCOUNTS.

I. ROAD.

1. Engineering and Superintendence.
2. Right of Way.
3. Other Land Used in Electric Railway Operations.
4. Grading.
5. Ballast.
6. Ties.
7. Rails, Rail Fastenings, and Joints.
8. Special Work.
9. Underground Construction.
10. Paving.
11. Track Laying and Surfacing.
12. Roadway Tools.
13. Tunnels.
14. Elevated Structures and Foundations.
15. Bridges, Trestles, and Culverts.
16. Crossings, Fences, Cattle Guards and Signs.
17. Interlocking and Other Signal Apparatus.
18. Telegraph and Telephone Lines.
19. Poles and Fixtures.
20. Underground Conduits.
21. Transmission System.
22. Distribution System.
23. Dams, Canals and Pipe Lines.
24. Power Plant Buildings.
25. Sub-station Buildings.
26. General Office Buildings.
27. Shops and Carhouses.
28. Stations, Waiting Rooms, and Miscellaneous Buildings.
29. Docks and Wharves.
30. Power Plant Equipment.
31. Sub-station Equipment.
32. Shop Equipment.
33. Park and Resort Property.
34. Cost of Road Purchased.

II. EQUIPMENT.

35. Cars.
36. Locomotives.
37. Electric Equipment of Cars.
38. Other Rail Equipment.
39. Miscellaneous Equipment.

III. GENERAL EXPENDITURES .

- 40. Law Expenses.
- 41. Interest.
- 42. Injuries and Damages.
- 43. Taxes.
- 44. Miscellaneous.

The text and interpretations prescribed by the Interstate Commerce Commission shall be adopted.

RULE No. 12.

The classification of Operating Revenues of Electric Railways shall be as follows:

GENERAL ACCOUNTS.

Account.

I. REVENUE FROM TRANSPORTATION.

II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.

PRIMARY ACCOUNTS.

I. REVENUE FROM TRANSPORTATION.

- 1. Passenger Revenue.
- 2. Baggage Revenue.
- 3. Parlor, Chair, and Special Car Revenue.
- 4. Mail Revenue.
- 5. Express Revenue.
- 6. Milk Revenue.
- 7. Freight Revenue.
- 8. Switching Revenue.
- 9. Miscellaneous Transportation Revenue.

II. REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.

- 10. Station and Car Privileges.
- 11. Parcel-Room Receipts.
- 12. Storage.
- 13. Car Service.
- 14. Telegraph and Telephone Service.
- 15. Rents of Tracks and Terminals.

16. Rents of Equipment.
17. Rents of Buildings and Other Property.
18. Power.
19. Miscellaneous.

The text and interpretations as prescribed by the Interstate Commerce Commission shall be adopted.

RULE No. 13.

The classification of operating expenses of Electric Railways shall be as follows:

GENERAL ACCOUNTS.

Account.

- I. WAY AND STRUCTURES.
- II. EQUIPMENT.
- III. TRAFFIC.
- IV. CONDUCTING TRANSPORTATION.
- V. GENERAL AND MISCELLANEOUS.

PRIMARY ACCOUNTS.

- I. WAY AND STRUCTURES.
 1. Superintendence of Way and Structures.
 2. Maintenance of Way.
 3. Maintenance of Electric Lines.
 4. Buildings and Structures.
 5. Depreciation of Way and Structures.
 6. Other Operations—Dr.
 7. Other Operations—Cr.
- II. EQUIPMENT.
 8. Superintendence of Equipment.
 9. Maintenance of Power Equipment.
 10. Maintenance of Cars and Locomotives.
 11. Maintenance of Electric Equipment of Cars and Locomotives.
 12. Miscellaneous Equipment Expenses.
 13. Depreciation of Equipment.
 14. Other Operations—Dr.
 15. Other Operations—Cr.

III. TRAFFIC.

16. Traffic Expenses.

IV. CONDUCTING TRANSPORTATION.

17. Superintendence of Transportation.

GROUP I.—POWER.

18. Power-Plant Employes.
19. Sub-station Employes.
20. Fuel for Power.
21. Other Power Supplies and Expenses.
22. Power Purchased.
23. Power Exchanged—Balance.
24. Other Operations—Dr.
25. Other Operations—Cr.

GROUP II.—OPERATION OF CARS.

26. Conductors, Motormen, and Trainmen.
27. Miscellaneous Transportation Expenses.

V. GENERAL AND MISCELLANEOUS.

28. General Expenses.
29. Other Operations—Dr.
30. Other Operations—Cr.

UNDISTRIBUTED ACCOUNTS.

31. Injuries and Damages.
32. Insurance.
33. Stationery and Printing.
34. Store and Stable Expenses.
35. Rent of Tracks and Terminals.
36. Rent of Equipment.

The text and interpretations as prescribed for the above named accounts by the Interstate Commerce Commission shall be adopted.

Any electric railway company may use either of the operating expense accounts, designated, Class A, or Class B, as prescribed by the Interstate Commerce Commission in its "Classification of Operating Expenses of Electric Railways, First Issue," provided this Commission is notified in writing of such purpose by said company.

RULE No. 14.

Monthly statements of operating revenues, operating expenses and taxes shall be made to this Commission. The form for said statements shall be known as the Form for Comparative Monthly Report of Revenues and Expenses. Blanks embodying said form will be furnished each and every company subject to the provisions of this order, and each of the said companies shall file with this Commission, upon said blank, a statement of the facts therein called for, concerning the operating revenues, operating expenses, and taxes of the said company for each calendar month; that each of the said statements shall be duly verified and sworn to, or affirmed, by the president or other chief officer of the said company, and by the officer of the said company in charge of its accounts at the time of verification; and that on or before the tenth day of the third month immediately following the month for which the operating revenues, operating expenses, and taxes of the company are shown in said statement, it shall be deposited in the United States post-office, postage prepaid, and plainly addressed to the Corporation Commission, Oklahoma City, Oklahoma.

RULE No. 15.

Annual reports for the period of twelve months ending on the thirtieth day of June in each year, shall be made to the Commission. Said reports shall be made on blank forms to be furnished by the Commission. Each and every company subject to the provisions of this order, shall file with this Commission upon the said blanks, a statement of the facts thereon called for—in so far as the inquiries contained in said Annual Report form are pertinent and related to the properties, business, and operations of said companies—concerning accounts, statistics and actions of said company for each fiscal year ending the thirtieth day of June. Each of said Annual Reports shall be duly signed by, and verified by oath or affirmation of the president or other chief officer of said company, and by the officer in charge of its accounts at the time of said verification, to be complete and correct; such verification shall be made according to forms provided on said blanks for such purposes, and that on or before the tenth day of October immediately following the end of the fiscal year for which the statistics and accounts of the company are shown in said annual report, it shall be deposited in the United States Post-Office, postage prepaid, or in care of an express company, expressage prepaid, and plainly addressed to the Corporation Commission, Oklahoma City, Oklahoma.

The following inquiries shall be contained in said annual report forms:

SCHEDULE OF INQUIRIES FOR ANNUAL REPORT FORM:

1. Give the titles of all officers of the respondent, the annual salaries attached to the respective offices on June 30th, 191—, the names and office addresses of the persons holding such offices on that date, the date when each entered upon the discharge of the duties of his office. If the property of the respondent was on June 30th, 1910, in control of a receiver, trustee, committee, or other officer not listed hereunder, the titles should be inserted and the particulars given as herein called for concerning general officers. If any person entered upon the discharge of the duties of any general office of the respondent after June 30th, 19—, or abandoned the same, or was ousted therefrom, prior to July 1st, 19—, state such fact in a foot note, showing the name of each person, the office held, and the date of abandonment or ouster. (Classification of Officers as prescribed by the Interstate Commerce Commission shall be adopted in so far as officers, whose duties are entirely outside of the State of Oklahoma are concerned.)

2. Give the name and office address of all directors of the respondent on June 30th, 19—, the dates of expiration of terms, the annual salaries attached to directorships and the fees and requisites thereto attached on that date.

3. Give the names (and titles) of all officers of the Board of Directors, Managers, or Trustees of the respondent on June 30th, 19—.

Chairman of the Board.....
(Name)

Secretary (or clerk) of Board.....
(Name)

4. Give the names of all Standing Committees of the Board of Directors, Managers, or Trustees of the respondent on June 30, 1910. The names of the Chairmen of the several Committees, and a brief designation of the duties of the several committees.

Give the names of the members of the respondent who on June 30, 1910, had the twenty highest voting powers therein, showing for each his address, the number of votes he would have had a right to cast on that date had a meeting then been in order (such right being determined according to the records of the respondent as of that date)

and the par value of the securities (if any) held by him in respect of which holding he had such voting power, such securities being classified as common stock, first preferred stock, and other securities.

State the total voting power of all members of the respondent on June 30, 19—,votes.

State the par value of the amount of common stock the holder of which is thereby entitled to cast one vote \$.....

State whether or not all classes of stock have equal voting rights in respect of equal par value; if they do not have equal voting rights, state the par values of amounts of various classes or stock entitling to one vote.

Are voting rights proportional to holdings? If not, state in detail the relation between holdings and corresponding voting rights.

Are any voting rights attached to any other securities than stock? If so, name each security other than stock to which voting rights are attached (as of June 30, 19—) and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent, showing the contingency.

Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method?

If so, describe fully each class or issue and give a concise, brief, succinct statement showing clearly the character and extent of such privileges.

5. State the total number of votes cast at the last general meeting of the respondent.....votes cast.

6. Give the date and place of such meeting.....

7. Give the names of the persons who, at such meeting, cast the ten highest number of votes, showing for each the total number of votes cast by him, the number of votes cast by him in his own behalf, and the number of votes cast by him as proxy for others.

8. If the respondent was on June 30, 19—, a firm or partnership, give the names and addresses of the various partners and the extent of their several interests on that date. State also, for each, whether he was an active or silent partner on that date.

9. State whether or not the respondent acquired any powers during the year ended June 30, 19—.

10. State fully all powers which were acquired by the respondent during the year ended June 30, 19—.

11. State fully all powers which were acquired by the respondent during the year ended June 30, 191—, setting out in full all portions of articles of incorporation and of amendments thereof filed during such year in any public office which portions define, describe, or designate such powers, and citing in connection therewith all statutes, resolutions and other acts authorizing the same. Citations of statutes must show the chapter, the section and the sub-section, if any; those of resolutions and other acts must show the body by whom made, the date thereof, and the exact language of that portion thereof containing the authority or alleged authority.

12. State whether or not the respondent acquired any franchises of any character whatever during the year ended June 30, 19—.

13. State fully all the franchises which were acquired by the respondent during the year ended June 30, 191—, giving detailed reference to all statutes, ordinances, and other acts and facts whereupon the claim to such franchise is based. For each such franchise, show in detail, how, when, by whom, or what and for what valuable consideration, if any, such franchise was originally granted, the chain of title connecting the respondent with the original grantee, and how, when and from whom, or what and for what valuable consideration, if any, it was acquired by the respondent. The actual consideration must be stated and not merely the nominal or estimated values thereof.

14. State whether there was made during the year ended June 30, 191—, any change in the powers or in the duties of any principal officer or agent of the respondent. For the purpose of this inquiry, by a principal officer or agent is meant one who is responsible directly to the members of the respondent or to the Board of Directors, Managers, or Trustees thereof.

15. State whether or not there was made during the year ended June 30, 191—, any change in the powers or duties of any subordinate officer or agent of the respondent, the jurisdiction of which officer or agent extends to or comprises any matter arising or to arise within the State of Oklahoma. For the purpose of this inquiry, by a subordinate officer or agent is intended one who is responsible directly to a principal officer or agent as above defined. Mere servants, clerks and the like not vested with authority to represent the respondent in any way are not to be considered officers or agents.

16. Define each of the changes made during the year ended

June 30, 191—, in any of the powers and duties of any principal officer of the respondent, or in those of any subordinate officer or agent or class of subordinate officers or agents whose jurisdiction extends to or comprises any matter arising or to arise within the State of Oklahoma. In connection herewith, show the departments or division with which each officer or agent or class of officers or agents is connected in whose powers or duties any such change was made.

INTERCORPORATE RELATIONSHIP.

The terms below defined are used throughout the inquiries in this report in the senses stated and must be used in the same senses by the respondent in its answers.

(1) *Control* over a corporation means ability to determine, whether directly or indirectly, the action of that corporation. For the purposes of this report, the following are to be considered control:

I. Right, through titles to securities issued or assumed by the controlled corporation, to exercise the major part of the voting power in such corporation.

II. Right, through express agreement of some character or through some other source than title to securities, to name the major part of the Board of Directors, Managers, or Trustees, of the controlled corporation.

III. Right to foreclose a first lien upon all or a major part in value of the tangible property of the controlled corporation.

IV. Right to control only in a specific respect or respects the action of the controlled corporation.

(2) *Direct Control* is that which is exercised without the interposition of an intermediary.

(3) *Indirect Control* is that which is exercised through an intermediary. Where "A" has direct control over "B" and "B" has direct control over "C" it will (with possible exceptions in Cases III and IV above) be proper to consider "A" as having indirect control over "C". Cases to which this rule is applicable should be set out with special fullness in the answers of the respondent.

(4) *Sole Control* is that which rests in one person, corporation or other association.

(5) *Joint Control* is that which rests in two or more persons, corporations or other associations (or in any combination of two or

more of these) and was acquired by them through the same act or transaction or through the same series of acts or transactions.

(6) An *Inactive corporation* or association is one which has neither operating nor fiscal autonomy but merely legal existence.

(7) All existent corporations not inactive are to be considered active.

(8) The *securities* of a corporation are the stocks and the bonds and other evidences of indebtedness issued, assumed, guaranteed or assured by it, and either running in perpetuity or maturing later than one year after date of issue.

(9) *Outstanding Securities* are those that have been issued and not retired, cancelled or nullified.

(10) *Assumed Securities* are those issued by another, but which the assuming corporation undertakes to pay as principal payor.

(11) *Guaranteed Securities* are those issued by another, but of which the guaranteeing corporation guarantees payment, i. e., undertakes payment in case the issuer fails to make payment.

(12) *Assured Securities* are those issued by another, but of which the assuring corporation assures payment, i. e., undertakes payment in case payment by the issuer cannot be enforced.

(13) Guaranteed Securities and assured securities are contingent obligations of the guarantors and assurers.

(14) Securities are classified as funded debt and stocks.

(15) Funded debt comprises securities which the corporation responsible therefor has undertaken to pay upon maturity.

(16) Stocks are securities which do not mature (i. e., which run in perpetuity), and which if payable, at all, are so only at the option of the corporation responsible therefor.

(17) Funded debt may be classified as:

(a) Real Estate Mortgage Bonds.—Those secured by a pledge of real estate through mortgage or trust deed or equivalent instrument or act.

(b) Collateral Trust Bonds.—Those secured by a pledge of securities or other commercial paper through trust deed, or equivalent instrument or act.

(c) **Equipment Obligations.**—Those secured by a lien upon equipment, such lien being created in connection with the acquisition of the equipment.

(d) **Plain Bonds.**—Those not secured by any special mortgage or other lien, but supported only by the general credit of the issuer.

(e) **Debentures.**—Unsecured certificates of indebtedness. Debentures with mortgage rights are those entitled, in accordance with the terms of the contract under which they are issued, to participate in the benefits of any subsequently created mortgage. If debentures run in perpetuity, subject to an annual interest charge, they are called debenture stock.

(f) **Notes.**—Ordinary promises to pay. In legal effect plain bonds, debentures and notes are substantially equivalent.

(g) **Income Bonds.**—Those the obligation to pay interest upon which is contingent upon the income of the corporation not required for the discharge of superior obligations.

(h) **Miscellaneous.**—Including real estate mortgages, pledging specified real estate to secure the payment of a debt not evidenced by a note, bond or other negotiable paper, and chattel mortgages, pledging specified chattels to secure the payment of a debt not evidenced by a note, bond or other negotiable paper.

(18) Stocks are divisible into preferred and common:

(a) **Preferred Stocks** are those the holders of which are entitled to some preference in connection therewith. This preference may be some special voice in the control of the corporation, or a priority in the distribution of dividends or profits, or a priority in the distribution of assets upon the dissolution of the corporation. In the case of priority in the distribution of dividends, there may be an undertaking on the part of the issuing corporation to pay absolutely a specified sum per annum per share, in which case the stock is called debenture stock. In case the contract under which a preferred stock is issued provides that where the preference specified in the distribution of dividends is not fully satisfied in any one year, the unsatisfied portion shall be carried forward to a succeeding year or years as a prior demand upon the dividend fund, the preference is called a cumulative one, but in case any portion of the preference not fully satisfied within any one year shall not thus be carried forward, the stock is non-cumulative. In case a preferred stock is restricted in the matter of dividends to the expressed preference it is a non-

participating stock, but if it is privileged to receive further dividends it is a participating stock.

(b) Preferred stocks of a corporation are sometimes divided into classes, those of one class having priorities over those of another, in which case the class having the highest priority in the matter of dividends is called the first preferred, the next the second preferred, etc.

(c) Common Stocks are those which have no special privileges or preferences.

(19) Contractual Dividends are those provided for by a contract, as e. g. those the payment of which is guaranteed. Other instances are those upon debenture stock.

(20) Individual Security Holders are those that are natural persons.

(21) Two corporations are affiliated when both are subject to the control of some third corporation.

17. State whether or not the respondent is a consolidated company.

18. If the respondent is a consolidated company, name all of the constituent companies (and all sub-constituents, tracking back to original companies) involved in, and give dates of, all consolidations, and of all corporations, reorganizations, etc., of constituent and sub-constituent companies affected.

Give also citations of all statutes under which such changes have been effected.

19. State whether or not the respondent is a reorganized company.

20. If the respondent is a reorganized company, describe each reorganization through which it has passed, giving in the case of each such reorganization the date thereof, and describing the legal proceedings through which it was effected.

21. If the respondent is neither a consolidated nor reorganized company, give the original name of the respondent and the date of incorporation or organization, and cite the statutes under which the respondent was incorporated or organized. Give full details concerning all changes of name, all increases or decreases of authorization to issue stock or other securities, and all other amendments of the articles of incorporation or association, showing with respect to each the date thereof, and citing the statute or statutes under which it was effected.

22. Submit herewith a copy of the by-laws of the respondent as of June 30, 191—, if such laws are in print.

23. Give hereunder in alphabetic order a list of all corporations and other associations over which the respondent acquired during the year ended June 30, 191—, any form of Sole Direct Control, showing for each such controlled corporation or other association its exact corporate or associate name, the location (including street and number) of its main business office, (and if it has no business office, then give the location of its corporate office), the name and official title of its principal executive officer, its character with regard to activity (i. e., whether active or inactive as hereinbefore defined) and the nature of the source of control (classifying the same as I., II., III., or IV., according to the classes hereinbefore defined). Follow this list by one showing in alphabetic order all corporations and other associations over which the respondent acquired control during the year ended June 30, 1910, any form of sole indirect control, showing for each such corporation or other associations the particulars above called for and in addition thereto giving, by appropriate line number references the intermediaries through which such control was had. If such intermediary is not elsewhere shown in this report, it must be named in an appropriately indicated foot note hereunder. These lists must include all solely controlled corporations and other associations of whatever character which had legal existence during the year named, and control over which was acquired during the year ended June 30, 191—.

24. Give hereunder in alphabetic order a list of all corporations over which the respondent during the year ended June 30, 191—, divested itself of any form of sole direct control showing for each such controlled corporation or other association its exact corporate or associate name, the location, (including street and number) of its main business office (and if it has no business office, then give the location of its corporate office) the name and official title of its principal executive officer, its character with regard to activity (i. e., whether active or inactive as hereinbefore defined) and the nature of the source of control (classifying the same as I., II., III., or IV., according to the classes hereinbefore defined.) Follow this list by one showing in alphabetic order all corporations and other associations over which the respondent during the year ended June 30, 191—, divested itself of any form of sole indirect control, showing for each such corporation or association the particulars above called for, and in addition thereto, giving by appropriate line number references the intermediaries through which such control was had immediately prior

to the time when it was disposed of. If any such intermediary is not elsewhere named in this report it must be named in an appropriately indicated foot note hereunder. These lists must include all solely controlled corporations and other associations of whatever character which had legal existence at any time during the year named and control over which was disposed of during the year ended June 30, 191—. Show in foot notes the transactions by which such divesture was effected.

25. Give hereunder in alphabetic order a list of all corporations over which the respondent and another or others had on June 30, 191—, joint control as hereinbefore defined, showing for each such controlled corporation or association its exact corporate or associate name, the location (including street and number) of its main business office (and if it has no business office, then give corporate office), the name and official title of its principal executive officer, its character with regard to activity (i. e., whether active or inactive, as hereinbefore defined), the nature of the source of control (denoting the same as I., II., III., or IV., according to the classes hereinbefore defined). Show also for each such controlled corporation or association whether the respondent's control was direct or indirect, and if indirect, give appropriate page and line reference to the names of the corporations and associations shown in the report through which the control existed, giving in appropriately indicated footnotes the names of all intermediaries not elsewhere shown in this report; and show for each such controlled corporation or association the names of all co-tenants in the joint control and the extent of their respective interests. This list must include all jointly controlled corporations and associations of whatever character which had legal existence on the date named in the joint control whereof the respondent had any interest whatsoever.

26. Give hereunder in alphabetic order a list of all corporations and associations (omitting only those heretofore shown in this report as solely or jointly controlled) in which the respondent had on June 30, 191—, sufficient influence to have enabled it to name one or more directors, managers or trustees, had an election thereof been then in order. Show for each such corporation or association its exact corporate or associate name, the location (including street and number) of its main business office, (and if it has no business office, then give its corporate office), the name and official title of its principal executive officer, the total number of directors, managers or trustees, provided for in the charter, by-laws, or articles of association, the total number eligible at each election of directors, trustees, or managers,

the frequency prescribed for such elections, the number of directors, trustees or managers qualified and acting on June 30, 191—, and the number and names of directors then qualified and acting who were named by or on behalf of the respondent. This list must include corporations and associations of every character.

27. State whether or not the respondent had on June 30, 191—, either directly or indirectly, title to 30 per cent or more (but less than a majority) of the total voting power in any corporation or association.

28. If, on June 30, 191—, the respondent had, either directly or indirectly, title to 30 per cent or more (but less than a majority) of the total voting power in any corporation or association, show in alphabetic order all such corporations or associations in which the respondent had such influence directly, and for each such corporation or association give its exact corporate or associate name, the location (including street and number) of its main business office, the name and official title of its principal executive officer, the total voting power in the said corporation or association, the amount of voting power held by the respondent and the source of the respondent's voting power (as e. g., through ownership of securities, describing them, or through agreement, etc.) Follow this list by another showing in alphabetic order all corporations and associations in which respondent had such influence indirectly, showing the facts as above called for, and showing also, in foot notes appropriately referred to the names of the respective intermediaries. The corporations here required to be listed need not include any jointly controlled corporations and associations shown on page——of this report.

29. State whether or not any corporation or other association had any time during the year ended June 30, 19—, any form of sole control over the respondent, using the term sole control as hereinbefore defined.

30. If any corporation or other association had at any time during the year ended June 30, 191—, any form of sole control over the respondent, give for each such controlling corporation:

(a) Its exact corporate or associate name.

(b) The location (including street and number) of its main business office on June 30, 191—.

(c) The location (including street and number) of its corporate or associate office on June 30, 191—.

(d) The name, address, and official title of its principal executive officer.

(e) The date when it acquired such influence in respondent.

(f) The date (if any) when it relinquished control over the respondent.

(g) The character of its control over respondent, and the transaction or transactions through which it obtained control. If at any time during the said year the said control was indirect, state that fact and give the names of all intermediaries. If the said control was relinquished during the said year, state the transaction or transactions through which such relinquishment was effected.

31. State whether or not any two or more corporations or associations or any combination of corporations, associations or individuals, had at any time during the year ended June 30, 191—, any form of joint control over the respondent, using the term joint control as hereinbefore defined.

32. If any two or more corporations or associations or any combination of corporations, associations or individuals, had at any time during the year ended June 30, 191—, any form of joint control over the respondent, give for each instance of such control:

(a) The exact names of all corporations, associations, and individuals participating in such control.

(b) The date when such control was acquired.

(c) The date, if any, when such control was relinquished.

(d) The character of such control and the transaction or transactions through which it was acquired. If at any time during the said year, the said control was indirect, state that fact, and give the names of all intermediaries. If the said control was relinquished at any time during the said year, state the transaction or transactions through which such relinquishment was effected. For each corporation or association participating in any such control give:

(e) The location (including street and number) of its main business office on June 30, 191—.

(f) The location (including street and number) of its corporate or associate office on June 30, 191—.

(g) The name, address and official title of its principal executive officer, and

(h) The extent of its interest in the respondent; and for each individual participating in any such control, give:

(i) His business address (including street and number) and

(j) The extent of his interest in respondent, marking the various parts of the answer to correspond with the parts of the inquiry.

33. State whether or not any corporation or association had, at any time during the year ended June 30, 191—, sufficient influence (less than control) to have been able to name one or more members of the Board of Directors, Managers or Trustees of the respondent had an election thereof been then in order.

34. If, at any time during the year ended June 30, 191—, any corporation or association had sufficient influence (less than control) to have been able to name one or more members of the Board of Directors, Managers or Trustees of the respondent had an election thereof then been in order, give for each such corporation or association:

(a) Its exact corporate or associate name.

(b) The location (including street and number) of its main business office on June 30, 191—.

(c) The location (including street and number) of its corporate and associate office on June 30, 191.....

(d) The name, address, and official title of its principal executive officer.

(e) The date it acquired such influence in respondent.

(f) The date (if any) when it ceased to have such influence in respondent.

(g) The extent and character of its influence in respondent and the transaction or transactions through which such influence was acquired. If it was divested of such influence at any time during the said year, show the transaction or transactions through which such change was effected. Show also

(h) The names and addresses of all members of the Board of Directors, Managers or Trustees of the respondent, who were named by or on behalf of such corporation or association.

35. State whether or not any time during the year ended June 30, 191—, any officer or any member of the Board of Directors, Managers or Trustees of the respondent was also an officer or a

member of the Board of Directors, Managers or Trustees of any other corporation or association not solely controlled by the respondent.

36. If, at any time during the year ended June 30, 191—, any other corporation or association not solely controlled by the respondent had as an officer thereof or as a member of its Board of Directors, Managers or Trustees any person who was at the same time an officer of the respondent or a member of the Board of Directors, Managers or Trustees of the respondent, give the name of each such corporation or association, the location (including street and number) of its main business office, the name and official title of the principal executive officer, the number of members of its said Board, and the names, official titles and dates of termination of office or of membership in said Board of such corporation or association of all persons who were at the same time officers of the respondent, members of its Board of Directors, Managers or Trustees.

37. State whether or not any corporation or other association had on June 30, 191—, any form of title in remainder or reversion to any item of tangible property to or in which respondent had on that date right of possession.

38. If, on June 30, 191—, any corporation, or other association had any form of title in remainder or reversion to any item of tangible property to or in which respondent had on that date right of possession, give the exact name of such corporation or association, the location (including street and number) of its main business office, the name and official title of its principal executive officer, the date when respondent's present interest in such item of tangible property will terminate, and a brief description of such item of tangible property, showing in connection therewith the extent of the respondent's interest therein and all conditions to which such interest is subject, including herein a clear statement of all rental and other obligations the non-performance of which gives a right of foreclosure or forfeiture of the respondent's interest.

39. State whether or not any corporation or other association had on June 30, 191—, any form of title in remainder or reversion to any corporate securities or other item of intangible property to or in which respondent had on that date right of possession.

40. If, on June 30, 191—, any corporation or other association had any form of title in remainder or reversion to any corporate securities or other items of intangible property to or in which respondent had on that date right of possession, give the exact name of each

corporation or association, the location (including street and number) of its main business office, the name and official title of its principal executive officer, the date when respondent's present interest in such corporate security or other item of intangible property will terminate, and a brief description of each corporate security or other item of intangible property showing in case the same is an obligation the name of the party primarily responsible therefor, the name of the obligation, the date of maturity, the rate of interest per annum, the dates when such interest matures, and the par value of the obligation in case the security is a stock, the name of the party primarily responsible therefor, the name of the stock, the rate of contractual dividends per annum, if any, the dates of maturity of dividends and the par value of the stock, and in case the property is neither stock nor obligation, describing it sufficiently to identify it.

41. State whether or not on June 30, 191—, the respondent had any form of title in remainder or reversion to any item of tangible property right of present possession to or in which was on that date in any corporation or other association other than the respondent.

42. If, on June 30, 191—, the respondent had any form of title in remainder or reversion to any item of tangible property right of present possession to or in which was on that date in any corporation or other association other than the respondent, describe briefly each such item of tangible property, showing in connection therewith the amount of annual or other rental, if any, to which respondent is entitled in respect thereof, the security which respondent has for the payment of such rental, the date when under present conditions the right to recover possession will accrue to the respondent, the exact name of the corporation or other association having the right of possession to or in such item of tangible property, the location (including street and number) of the main business office thereof, and the name and official title of the principal executive officer thereof. If any rental is in any wise contingent, in connection with such rental, state the contingency.

43. State whether or not on June 30, 191—, the respondent had any form of title in remainder or reversion to any corporate security or other item of intangible property right of present possession to or in which was on that date in any corporation or other association other than the respondent.

44. If, on June 30, 191—, the respondent had any form of title in remainder or reversion to any corporate security or other item of intangible property right of present possession to or in which was

on that date in any corporation or other association other than the respondent, describe briefly each corporate security or other item of intangible property, showing in case the same is an obligation the name of the party primarily responsible therefor, the name of the obligation, the date of maturity, the rate of interest per annum, the dates when such interest matures, and the par value of the obligation, and in case the security is a stock, the name of the party primarily responsible therefor, the name of the stock, the rate of contractual dividends per annum, if any, the dates of maturity of such dividends, and the par value thereof and in case the property is neither stock nor obligation, describing it sufficiently to identify it, showing further for each such corporate security or other item of intangible property the date when under present conditions the right to recover possession will accrue to the respondent, the exact name of the corporation or other association having the right of possession to or in such corporate security or other intangible property, the location (including street and number) of the main business office thereof and the name and official title of the principal executive officer thereof.

45. State whether or not the respondent had at any time during the year ended June 30, 191—, an easement of any character in the property of any other corporation or other association.

46. If, at any time during the year ended June 30, 191—, the respondent had an easement of any character in the property of any other corporation or other association show with respect to each such easement, its character and extent, the property subject to it, the names of the holders of the right of possession to or in said property subject to such easements, the duration of such easement and the conditions (as of rental, etc.) subject to which the respondent enjoys such easement.

47. State whether or not respondent had at any time during the year ended June 30, 191—, possession of any property which it held subject to a servitude in favor of any other corporation or other association.

48. If at any time during the year ended June 30, 191—, respondent had possession of any property which it held subject to a servitude, in favor of any other corporation or other association, describe briefly each item of property so held, and show the character and extent of the servitude to which it was subject, the duration of the servitude, the name of the beneficiary thereof, and the conditions (as of payment of rentals, etc., to the respondent) upon performance of which the continuance of said servitude depends.

49. State whether or not respondent held on June 30, 191—, an option to purchase any property of any character whatsoever from any other corporation or other association.

50. If respondent held on June 30, 191—, an option to purchase from any other corporation or other association any property of any character whatsoever, describe briefly each item of property subject to any such options, showing in connection with each such option the name and address of the party who held the said property subject to the said option, the extent and character of the said property, the date when the option was originally granted, and to whom, the date and the persons from whom and for what consideration it was acquired by the respondent, the terms of the option, and the date on or before which it must be exercised if at all.

51. State whether or not there were outstanding on June 30, 191—, any options for the purchase of any of the property of the respondent.

52. If, on June 30, 191—, there were outstanding any options for the purchase of any of the property of the respondent, describe briefly the property covered by each such option and state the terms of the option and the date on or before which it must be exercised, if at all, the date when and the consideration for which the option was originally granted, the original grantee, and the present holder of such option.

53. State whether or not at any time during the year ended June 30, 191—, the respondent obligated itself as guarantor or surety for the performance by any other corporation or other association of any agreement or obligation, excluding herefrom commercial paper maturing on demand or not later than one year after date of issue.

54. If, at any time during the year ended June 30, 191—, the respondent obligated itself as guarantor or surety for the performance by any other corporation or other association, of any agreement or obligation, show for each contract of guaranty or suretyship in force at any time during the said year the names of all parties principally and primarily liable, the character, extent and terms of such agreement or obligation, the extent of the respondent's contingent liability, the contingency whereupon such liability will become actual, and the security taken by the respondent to protect itself against such contingency. This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than one year after date of issue.

55. State whether or not at any time during the year ended June 30, 191—, any corporation or other association obligated itself as guarantor or surety for the performance by the respondent of any agreement or obligation, excluding therefrom ordinary commercial paper maturing on demand or not later than one year after date of issue.

56. If, at any time during the year ended June 30, 191—, any corporation or other association obligated itself as guarantor or surety for the performance by the respondent of any agreement or obligation, show for each contract of guaranty or suretyship in force at any time during the said year, the character, extent and the terms of the primary agreement or obligation, the names of all guarantors and sureties, the extent of their several contingent liabilities as such guarantors or sureties, the contingencies whereupon such liabilities will become actual, the consideration, if any, given by the respondent to obtain such guaranty and surety, and the security, if any, given by the respondent to such guarantors and sureties for their indemnification. This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than one year after date of issue.

57. Give a list showing every traffic agreement in force June 30, 191—, through which the respondent became obligated to receive from or supply to other corporations goods for transportation or passengers for transportation or to receive or render any service of any class which respondent is obligable to receive or render the terms of which agreement differ in any regard whatever from those upon which any person is of common right entitled to supply to or to receive from the respondent goods for transportation or passengers for transportation or any service of any kind which respondent is obligable to receive or render. Show for each such agreement the names and addresses of the parties thereto, the date when it became effective, the date when according to its terms, it will expire, the consideration upon which it is based, and the amount of business done under it during the year ended June 30, 191—. If there was no such agreement, state that fact.

58. Show hereunder the balance sheet particulars of the affairs of the respondent as shown by its accounts (or deducible therefrom) as of the close of business on June 30, 191—, corresponding information as of the close of business on June 30, 191—, and the net change in each item during the year ended June 30, 191—.

(Wherever applicable the Interstate Commerce Commission's Class-

ification shall be adopted and figures for Oklahoma shall be shown separate from "Entire Line" business).

59. Show below, in the space provided, the expenditures for road and equipment, or plant, classified in accordance with the accounting order of the Corporation Commission, effective July 1st, 1909, for all road and equipment or plant of the respondent devoted to public service on June 30, 191—, like expenditures for all road and equipment or plant of the respondent devoted to public service on June 30, 191—, the total debits made during the year ended June 30, 191—, to the several accounts named below, the total credits made during the said year to the said accounts, the expenditures (similarly classified) made during the said year for extensions of road and for equipment or for plant on such extensions, and the expenditures (similarly classified) made during the said year for additions and betterments to the road and equipment or plant of the respondent showing with respect to expenditures for additions and betterments the classes of accounts, to which they are charged, as between capital accounts, income accounts, and special fund or reserve accounts. Where the accounts of the expenditures for road and equipment or plant kept by the respondent prior to June 30, 1909, do not enable the respondent to make an exact statement as to that date, such fact shall be stated and an estimate should be made for the distribution of the total expenditures among the accounts named.

60. Show hereunder the cost of the property devoted by the respondent to the several classes of outside operations in which it was engaged on June 30, 191—, and on June 30, 191—, as such cost was shown upon, or was deducible in such cost for such class of operations during the year ended June 30, 191—.

61. Detail hereunder the various special deposits of the respondent on June 30, 191—, the aggregate of which is shown in the item "special deposits" in the balance sheet on page.....ante. By a special deposit is meant money or credit placed in the hands of a fiscal agent or other agent of the respondent for some special purpose and not to be used for general purposes until after the special purpose is satisfied as e. g., payment of interest coupons, payment of dividends, payment of taxes, etc.

62. Detail hereunder the various prepayments of the respondent on June 30, 191—, the aggregate of which is shown in the item "prepayments" in the balance sheet on page.....ante. By a prepayment as the word is here used, is meant the unexhausted portion of an advance payment, as of rent, insurance, premiums, etc.

63. Show hereunder the various debts in suspense on June 30, 191—, the aggregate of which is shown in the item "Suspense" in the balance sheet on page.....ante.

64. Give hereunder the details of the securities and other things held as investments, whether subject to pledge, mortgage, or other lien, or held as free assets, showing with respect to each such pledge, mortgage or other lien the obligation in support of which it was created, and following the description thereof with a list of such securities and other things subject thereto classified in the following order:

(1) Bonds of companies independent of the respondent, (2) other funded debt of independent companies, (3) stocks of independent companies, (4) bonds of companies subsidiary to or affiliated with the respondent, (5) other funded debt of subsidiary or affiliated companies, (6) stocks of subsidiary or affiliated companies, (7) advances to subsidiary or affiliated companies, (8) improved real estate showing separately the land and the improvements thereon, (9) unimproved real estate, and (10) all other investments stating them in detail, and giving finally a similarly classified list of investments held as free assets on June 30, 191—. Each security of any of the foregoing classes must be shown separately and its description must give the name of the issuing company, the name of the security, the date of issue thereof, the date of maturity (if any) the rate and dates of maturity of interest or of contractual dividends (if any) the date of acquisition by the respondent, the actual money cost to the respondent, the amount at which it is carried on the books of the respondent, and the income received therefrom during the year ended June 30, 191—. Each thing other than a security must be described with sufficient detail to identify it, and in connection therewith must be shown the date of acquisition by the respondent, the cost to the respondent, the amount at which it is carried on the books of the respondent and the income accrued therefrom to the respondent during the year ended June 30, 191—. By investments as here used, are meant all properties acquired not for use in present operations but as a means of obtaining or exercising control over other corporations or for income to be derived from such properties or for a rise in value or for devotion to future operations (excluding therefrom material and supplies). By subsidiary companies are meant those controlled by the respondent either solely or jointly, directly or indirectly. By affiliated companies are meant those which are subsidiary to the same corporation or controlling interest or interests.

65. Show hereunder the several funded debt liabilities of the respondent outstanding on June 30, 1910, stating them in the following order: (1) real estate mortgage bonds, (2) collateral trust bonds, (3) debenture, plain bonds and promissory notes, (4) income bonds and (5) all other funded debt liabilities, except equipment obligations (stating them in detail and showing in foot notes approximately referred to the peculiarities which prevent their inclusion in any of the preceding classes). Arrange the liabilities of each class in order of their priority of maturity and give for each such liability its name, the date of issue, the date of maturity, the rates and dates of maturity of interest, the par value of the authorized issue, the total par value actually issued, the total amount of cash realized thereon (and if such liability was not issued for cash show in a foot note the actual consideration realized upon the issue by the respondent, or by the issuer), and the par value of the portion redeemed, retired, cancelled or otherwise nullified, if any. The liabilities here called for are those for which the respondent is primarily liable.

66. Upon like-numbered lines hereunder show for each of the funded debt liabilities of the respondent listed on the preceding page the par value of the amount outstanding on June 30, 191—, the par value of the amount held by or on behalf of the respondent (stating in this connection the amount held free of lien and the amount pledged or otherwise encumbered by lien, together with the name of the pledgor or lienor), the par value of the net amount outstanding on June 30, 191—, the amount of interest accrued on the net amount outstanding during the year ended on that date, the amount of interest thereon actually paid during such year, and a reference to the line number of page.....giving a brief description of the property (if any) mortgaged or otherwise encumbered by lien in support of the liability. If any of the said securities held by or on behalf of the respondent are held as part of the whole of its investment of sinking funds, or as a part of its free surplus, that fact and a designation of the securities so held must be shown in a foot note appropriately referred to.

67. Show hereunder the particulars called for concerning the property of the respondent mortgaged, pledged or otherwise bound as security for the funded debt and other obligations of the respondent on June 30, 191—. The amount of mortgage per mile of road should be based on the amount of debt provided for by the mortgage.

68. Show hereunder the equipment, income and securities covered by the respective mortgages, pledges, etc., above designated.

For brevity, the mortgage may be referred to by the number of the line on which its designation is above written.

69. Show in the spaces below provided for each series of obligations issued or assumed by the respondent and outstanding on June 30, 191—, the issues of which was in total or partial payment for equipment acquired and the security for which is a trust deed or other form of mortgage upon the equipment so acquired (1) the serial or other designation of the obligation, (2) the date of issue, (3) the term (in years) of the series (i. e., the number of years from date of issue to date of maturity of the latest maturing obligation in the particular series), (4) the number of payments provided for the particular series (and if the payments are unequal in amount, or are to occur at irregular intervals, the particulars in these regards must be shown in a foot note appropriately referred to), (5) the equipment covered, showing classes and number of units, (6) the market value (or actual cash value) of the equipment at the time of acquisition, (7) the contract prices of equipment acquired, (8) the amount of cash paid upon acceptance of equipment, (9) the par value of equipment obligations issued, (10) the interest rate (if any) per annum borne by such obligations prior to their maturity, (11) the par value of such obligations outstanding matured and unpaid June 30, 191—, (12) the par value of such obligations outstanding unmatured June 30, 191—, (13) the amount of interest accrued on outstanding obligations during the year ended June 30, 191—, (14) the amount of interest paid on such obligations during such year, and (15) the amount of interest accrued on such obligations and unpaid (including herein unmatured interest accrued as well as matured interest unpaid on June 30, 191—).

70. Show hereunder a classified summary statement of the funded debt or receiver's certificates of the respondent outstanding June 30, 191—, also of the interest actually paid during the year and of the interest accrued on the net amount outstanding during the year ended June 30, 191—.

71. Show hereunder the cash and other current assets available on June 30, 191—, for the satisfaction of current liabilities and the current liabilities of that date, including rents payable due July 1, 191—. Opposite the title "Cash Assets" show the total amount of cash in the hands of the treasurer available for general purposes and credits at banks and other depositories available on demand. Opposite "bills receivable" show all bona fide and collectible promissory notes and other commercial paper (excluding bank bills and other matters in-

cludible in "cash assets") due on demand or at an early date. Opposite "due from agents" show the amount due from agents of the respondent including conductors and station agents, which is to be remitted as applying to business up to and including June 30. Do not include any materials and supplies among current assets. Opposite "loans and bills payable" show the amount of all outstanding loans and bills payable not includible in funded debt, whether such loans and bills be matured or unmatured. Opposite "audited vouchers and accounts" show the amount of audited vouchers and accounts payable applying to the business up to and including June 30. Opposite "wages and salaries" state the amount of wages and salaries due or accrued for services rendered up to and including June 30. Opposite "dividends not called for" show all dividends declared up to and including June 30 which had not yet been paid. Opposite "matured interest coupons unpaid" show the amount of all interest due and unpaid up to and including June 30; include also interest falling due as of July 1. Opposite "rents due July 1" show all sums due for rent of leased roads and other property up to and including July 1. Opposite "miscellaneous" show all unfunded debt not includible under any preceding head.

71a. Show hereunder the several stocks of the respondent outstanding June 30, 191—, stating them in the following order: (a) debenture stocks, (b) first preferred stocks, (c) second preferred stocks, and (d) common stocks. Arrange the stocks of each class in the order of their priority of right to dividends and give for each stock its name, the date of issue, the par value of each share, the total number of shares authorized, the total number of shares issued, the par value of the amount issued, the total amount of cash realized thereon, (and if such stock was not issued for cash, show in a foot note the actual consideration realized upon the issue by the respondent or by the issuer) and the par value of the portion redeemed, returned, cancelled, or otherwise nullified, if any. The stocks here called for are those issued by the respondent or assumed by it as though originally issued by it.

72. Upon correspondingly numbered lines hereunder show for each of the stock of the respondent listed above, the par value of the amount outstanding on June 30, 191—, the par value of the amount held by or on behalf of the respondent (stating in this connection the amount held free of lien and the amount pledged or otherwise encumbered by lien, together with the name of the pledgee or lienor), the par value of the net amount outstanding on June 30, 191—, the amount of dividends declared thereon during the year ended on that

date, and the amount of dividends thereon actually paid during that year. If any of the said stocks held by or on behalf of the respondent are held subject to any pledge, mortgage or other lien, that fact, and a designation of the stocks so held must be shown in a foot note appropriately referred to.

73. Show hereunder all road or property to or in which the respondent had on June 30, 191—, right of possession or occupancy classifying the same into

1. Road or property held under a sole title in perpetuity.

2. Road or property held under a terminable sole title, reversion in a controlled, affiliated or controlling corporation.

(a) Terminable after a specified term of years, either absolutely or after notice.

(b) Terminable at will or after the expiration of a fixed period not in excess of one year after notice.

3. Road or property held under a terminable title, reversion in an independent corporation.

(a) Terminable after a specified term of years, either absolutely or after notice.

(b) Terminable at will or after the expiration of a fixed period not in excess of one year after notice.

4. Road or property held under a joint (or a common) title in perpetuity.

5. Road or property held under a terminable joint (or a common) title reversion in a controlled, affiliated or controlling corporation, sub-classified according to (a) and (b) under (2) foregoing.

6. Road or property under a terminable joint (or common) title, reversion in an independent corporation, sub-classified according to (a) and (b) under (3) foregoing.

7. Road or property occupied or unoccupied under trackage right or other form of license, from

(a) a controlled, affiliated or controlling corporation,

(b) an independent corporation, and showing for each portion of road or property so held or occupied, the class, the name of the road, the termini connected by it the length of it (in miles and hundredths of a mile), the length of the portion lying within the

State of Oklahoma (if any, and if none that fact shall be stated) and the respective lengths of second track, and all other tracks, and of the portions of such tracks lying within the State of Oklahoma (if any, and if none that fact shall be stated). Under the head of all other tracks shall be included all sidings, spurs and yard tracks to which the respondent had title of any kind on the date named. Show separately each portion of road having separate and distinct termini; e. g., if a road extends from A. to L. and from B. to a point on the line AL. a branch extends to S. the portion BS. is to be separately shown in this statement.

73a. Show hereunder the particulars below called for concerning the road in possession of the respondent June 30, 191—. Road occupied under trackage right or other form of license should not be included herein, but all road held under any form of lease should be included. The bridges, trestles and tunnels below called for should be those pertaining to the road called for on the preceding page. The overhead highway crossings called for are those by means of which foot-passengers and ordinary highway vehicles are enabled to cross the tracks of the respondent upon structures underneath which its trains may pass. Overhead railway crossings are corresponding structures by means of which the tracks of other carriers are carried at corresponding elevations across the tracks of the respondent.

73b. Show in the space below provided for each of the various classes of equipment which the respondent had in service, the number of units in service June 30, 191—, the number placed in service during the year following that date, the number withdrawn from service during that year, the minimum number in service during that year, the number in service June 30, 191—, the number equipped with train-brake on June 30, 191—, the type of trainbrake used, and the number equipped with automatic coupler on June 30, 191—. (Classified according to Interstate Commerce Commission's rules.)

74. Show in the spaces below provided, for each of the various classes of equipment to which the respondent had title on June 30, 191—, the number of units to which the respondent had complete title, the number of units which it held under lease from some other railroad company, the name of such lessor company, the number which respondent held under some form of equipment trust, the name of the trustee, and the number which the respondent held under all other forms of title with an analysis of the last named forms of title and the names of all participating interests shown in a foot note appropriately referred to.

75. Show in the space provided the various particulars called for concerning the electric locomotives which the respondent had in service at any time during the year ended June 30, 191—.

All returns should be stated in whole numbers; in case of fractions less than one-half, disregard them.

Dimensions should be stated in inches. Tractive power should be expressed in hundred pounds. Weights should be expressed in tons of 2000 pounds each. "Weights on Drivers" should be for the locomotive fully equipped for road service. (In accordance with Classification of Interstate Commerce Commission.)

76. Show in the spaces below provided the particulars called for concerning the equipment which the respondent had in its revenue service on June 30, 191—. Where the capacity of a car in the passenger service is called for, it means the seating capacity (counting in the case of sleeping cars, four passengers to the section which includes an upper and lower berth); in the freight service, it means the number of tons of 2,000 pounds which the car is marked capable of safely carrying; in the case of tank cars, the capacity of which is designated in barrels, gallons or other units of volume, the marked capacity should be reduced to capacity in weight of the commodity which it is intended to carry customarily. (Interstate Commerce Commission's Classification to be used).

77. Show on this and the following pages the various items of the income account of the respondent for the year ended June 30, 191—. (Interstate Commerce Commission's Classification shall be adopted).

78. Show below, in the spaces provided, the railway operating revenues of the respondent (classified in accordance with the accounting order of the Corporation Commission relative thereto, effective July 1st, 1909) for the year ended June 30, 191—, those for the year ended June 30, 191—, and the increase of the latter over the former for each of the several classes; decreases, if any, should be in a separate column. Where the revenues for the year ended June 30, 191—, have not been classified in accordance with the classification above designated, that fact shall be stated, and estimates of the distribution in accordance with such classification should be shown.

79. Show below, in the spaces provided, the operating expenses of the respondent (classified in accordance with the accounting order of the Corporation Commission relative thereto, effective July 1, 1909) for the year ended June 30, 191—, those for the year ended June 30,

191—, and the increases of the latter over the former for each of the several classes; decrease, if any, should be shown in a separate column. Where the operating expenses for the year ended June 30, 191—, have not been classified in accordance with the classification above designated, that fact shall be stated, and estimates of the distribution in accordance with such classification should be shown.

80. Show in the spaces below provided (in accordance with the accounting order of the Interstate Commerce Commission) for each of the railway operating revenue accounts and the various revenue accounts for outside operations carried on by the respondent, (1) the total receipts credited to the account for the year ended June 30, 191—, (2) the total deductions charged to the account for such year and (3) the total resultant revenue shown by the account for such year.

81. Show in the spaces below provided for each of the railway operating revenue accounts and the various revenue accounts for outside operations carried on by the respondent, the analysis of the total deductions charged to the account as called for on the preceding page, classifying such deductions in accordance with the Interstate Commerce Commission's Classification relative thereto, the accounts of revenues being those named on corresponding lines of the preceding page.

82. Show below, in the spaces provided, the revenues of the respondent from its several outside operations for the year ended June 30, 191—, those from such operations for the year ended June 30, 191—, and the increase or decrease in those of the latter year as compared with those of the former year. The names of the classes of outside operations should be stated in alphabetic order. The revenues here required are to be stated without deduction for operating expenses.

83. Show below, in the spaces provided, the operating expenses of the respondent in its several outside operations for the year ended June 30, 191—, those in such operations for the year ended June 30, 191—, and the increase in those of the latter year as compared with those of the former year. The names of the classes of outside operations should be stated in alphabetic order. The operating expenses here required shall be understood to include no taxes.

84. In the spaces below provided, show the various particulars called for with respect to the taxes accrued and charged to income account of the respondent for the year ended June 30, 1910, also the taxes paid during the said year. Taxes are those annual or other payments exacted by the government for the purpose of raising funds

for public uses. They do not include payments exacted for special benefits conferred upon the payor. Under ad valorem taxes as below called for are to be shown all taxes computed on the basis of value, no matter by whom or in what manner the appraisement is made or by what grade of government the tax is levied or collected. Under specific taxes are to be shown all taxes computed on some basis or attribute other than value as upon the par amount of stocks or funded debt outstanding, the gross earnings, net earnings or dividends, the number of passengers carried or amount of freight carried, the length of line owned or operated, the rolling stock, or any other selected quality or fact pertinent to railway property. The properties to which the statement below called for relates shall be classified as follows: (a) properties completely owned by the respondent; (b) properties held by it under some form of lease from controlling, affiliated, or controlled corporations; (c) properties held by it under some form of lease from other corporations than those provided for in (b). Payments and charges to income on account of taxes should be reported as such by the corporation having possession of the property to which such taxes pertain. Taxes levied by the United States government need not be apportioned among the States in which the property lies.

85. Show hereunder on correspondingly-numbered lines the classification of the total taxes accrued as above given, in accordance with the Interstate Commerce Commission's Classification.

86. Show hereunder the various particulars indicated by the headings concerning properties of the respondent in roads in the possession of others where any rent accrued to the respondent during some portion of all the year ended June 30, 191—.

87. Give hereunder brief abstracts of the terms and conditions of leases under which the above stated rents are derived, showing particularly (1) the date of the grant, (2) the chain of title (and dates of transfer) connecting the original parties with the present parties, (3) the basis upon which the amount of the annual rent is determined and (4) the date of expiration of the lease.

88. Show hereunder the various particulars indicated by the headings concerning the various joint facilities maintained or operated by the respondent at any time during the year ended June 30, 191—, for the joint benefit of itself and another or other carriers. In case any joint facility consist of track, the description of it should show its location and extent, and if such track be road track, the extent of road should be given, while if it be yard track, the name of the yard

should be given. Where there are two or more beneficiaries besides the respondent, the particulars for each should be shown separately.

89. Give hereunder upon correspondingly-numbered lines the distribution of the various above stated joint facilities total credits among the several joint facilities credit accounts.

90. Give hereunder a detail of the properties rents wherefrom are credited to Income under the head Miscellaneous Rents, describing separately each item of property the gross rent wherefrom is not less than \$100 per month, and grouping the others in a single item "minor rents receivable." Show for each item the gross rent for the year ended June 30, 191—, (or for such portion of the year as the revenue covered), the expenses and the amount credited to Income.

91. Show hereunder the several separately operated properties of the companies having a corporate existence separate and distinct from that of the respondent, the profits or losses resulting from the operation of which are receivable or payable in whole or in part by the respondent, the total amount of such profits or losses for each such separately operated property accrued during the year ended June 30, 191—, and the portions thereof accrued to the respondent. No dividends or other returns upon securities held should be shown hereunder nor should any interest upon construction advances or other loans be included.

92. Give hereunder abstracts of the contracts, agreements or arrangements whereby the respondent is entitled or bound to participate in the results of operation of the above-shown separately operated properties.

93. Income derived by the respondent from stocks held by it as investments on June 30, 191—, is to be shown in the appropriate columns on pages—ante. Show hereunder the designation and amounts of stocks owned or controlled by the respondents for some portion of the year ended June 30, 191—, but disposed of prior to that date, also of all stocks owned or controlled by the respondent on that date and for some reason not shown on the said pages (giving in a foot note the reason for their omission therefrom); and show for each stock the income accrued to the respondent during the said year on account of dividends declared thereon.

94. Income derived by the respondent from bonds held by it as investments on June 30, 191—, is to be shown in the appropriate columns, on page—ante. Show hereunder the designation and amounts of bonds owned or controlled by the respondent for some

portion of the year ended June 30, 191—, but disposed of prior to that date, also of all bonds owned or controlled by the respondent on that date, and for some reason not shown on the said pages (giving in a foot note the reason for their omission therefrom); and show for each denomination of such bonds the income accrued to the respondent during the said year on account of interest accrued thereon.

95. Show hereunder the income accrued to the respondent during the year ended June 30, 191—, from interest on securities not includible in any foregoing statement giving a description of each security, showing the par amount held, the period during which held, and the income derived therefrom, also similar information concerning advances to subsidiary companies, showing separately for each such company, also for the item of bank balances as a whole, and for all other loans and accounts wherefrom any interest was derived during the said year showing separately each such loan or account wherefrom the interest during the said year or a part thereof amounted to \$100 or more, and grouping all the others in a single item, "minor loans and accounts."

96. Show hereunder all items of income (classified in accordance with the nature thereof) which accrued to the respondent during the year ended June 30, 191—, and are not provided for in any preceding statement. It is not intended that under this head shall be shown the results of any outside operations, such being provided for on page.....ante. Nor shall any regularly recurring matters such as interest be shown herein, being provided for in foregoing accounts. This account is intended for occasional matters only, such as the sale of materials and supplies, and should in the case of such sales include as income only the profit on the sale, the cost of the material and the expense involved in handling being credited to the appropriate materials and expense accounts.

97. Show hereunder the various particulars indicated by the headings concerning roads held by the respondent under some form of lease during some portion or all of the year ended June 30, 191—, the total amount of rent accrued against the respondent because of such holding and the distribution of such total rent among the three heads. Interest on Bonds Guaranteed, Dividends on Stocks Guaranteed, and Cash. Taxes paid or payable by respondent of such roads should not be shown under this head but under the head of Taxes.

98. Description of Road—

Name;
Length;

Name of Reversioner;
Total Rent Accrued During year.

Give hereunder a detail of the properties rents whereupon were charged to Income by the respondent during the year ended June 30, 191—, under the head Miscellaneous Rents, describing separately each item of property the gross rent whereupon is not less than \$100 per month and grouping the others in a single item "miscellaneous rents payable." Show for each item the rate of rent, the period of occupancy, and the total charge therefor to Income.

99. Show hereunder the names and purposes of the several sinking funds which the respondent is required to accumulate through charges to Income, and the respective amounts charged to Income by the respondent during the year ended June 30, 191—.

100. Show hereunder the several charges against Gross Corporate Income which were made by the respondent during or in respect of the year ended June 30, 191—, and which are not classified under any of the foregoing accounts. This account includes only matters in the nature of contractual or otherwise compulsory deductions, and should not include any appropriations or dispositions of net income that rest solely in the discretion of the respondent. Items amounting to \$100 or more should be separately shown. Those less than \$100 each may be grouped as "minor deductions."

101. Show hereunder the various appropriations to reserves made by the respondent and charged to its net corporate income for the year ended June 30, 191—. Give in each case the name and purpose of the reserve as well as the amount of the appropriation.

102. Show hereunder the various appropriations made by the respondent and charged to its corporate income for the year ended June 30, 191—, and which are not includible under any other appropriation account chargeable to net corporate income. Give in each case the purpose of the appropriation as well as its amount.

103. Hereunder state the following matters for the fiscal year ended June 30, 191—.

1. All extensions of road put in operation, giving termini, length of road and dates of beginning operation.
2. Decrease of mileage by strengthening or abandoning line, giving particulars as above.
3. All other important physical changes.

4. All leaseholds, acquired or surrendered, giving dates, lengths of terms, names of parties, rents and other conditions.

5. All consolidations and reorganizations effected, giving particulars.

6. All stocks issued, giving names of stocks, and amounts issued, and describing the consideration realized, giving amounts and values.

7. All funded debt issued, giving names of securities, and amounts issued, and describing the consideration realized, giving amounts and values.

8. All other important financial changes.

Make the statements explicit and precise, and number them in accordance with the inquiries.

104. Hereunder give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, which were in force at any time during the year ended June 30, 191—, and concerned in any way the transportation of persons or things; stating them in the following order: 1, express companies; 2, mail; 3, sleeping parlor, and dining car companies; 4, freight or transportation companies or lines; 5, other railway companies; 6, steamboat or steamship companies; 7, telegraph companies; 8, telephone companies; 9, other contracts.

105. Show below in the spaces provided, the expenditures during the year ended June 30, 191—, made severally upon the eight largest and most important projects for extension, additions and betterments to the property of the respondent lying wholly or partially or used or to be used wholly or partly within the State of Oklahoma, and the classification of such expenditures made in accordance with the accounting order of the Corporation Commission effective July 1, 1909; give also for each project a brief description thereof, showing the location, the character, the date of commencement, the date of completion, and the total cost (or in case the project is incomplete the expected date of completion and the estimated total cost) of the project.

106. Show in the spaces provided the various particulars called for concerning the classes of equipment retired from service by the respondent during the year ended June 30, 191—. (Interstate Commerce Commission's Classification shall be adopted.)

107. Show in the spaces below provided the various particulars called for concerning the classes of equipment installed in service by

the respondent during the year ended June 30, _____, in replacement of equipment retired from service during that or some prior year. (Interstate Commerce Commission's Classification of Equipment.)

108. Show hereunder the amounts and cost of new rails of various weights, kinds and prices laid in replacement during the year ended June 30, 191—, showing this for the portion of road maintained by the respondent within the State of Oklahoma, and for the entire system maintained by the respondent.

109. Show hereunder the number, cost and average price at point of distribution of new ties laid in replacement during the year ended June 30, 191—, showing this for the portion of road maintained by the respondent within the State of Oklahoma, and for the entire system maintained by the respondent.

110. Show hereunder the amounts of various kinds of fuel consumed by locomotives in the service of the respondent during the year ended June 30, 191—, and the average cost thereof per ton at the several principal distributing points. In stating the number of tons, use the ton of 2,000 pounds, and in reducing cords of wood to equivalent tons, treat one cord of hard wood as equivalent to two-thirds of a ton of fuel, and one cord of soft wood as equivalent to one-half ton of fuel.

111. Show hereunder the various amounts accrued against the respondent during the year ended June 30, 191—, for the use of cars of individuals, firms, stock companies, corporations, fast freight lines, etc., excluding cars interchanged with other railway companies, and cars held by the respondent under some form of lease. Show also the rates upon the basis of which such amounts are determined, the description of the car or class of cars and the name of the owner thereof. If the rate of compensation varied during the year for the cars of any owner, show separately each particular rate and the description of the car or class of cars to which it applied, together with the amount thus accrued.

112. Show hereunder the various statistical totals and averages concerning the traffic and transportation operations of the respondent between points within the State of Oklahoma, during the year ended June 30, 191—. (Interstate Commerce Commission's Rules and Classifications concerning Traffic and Mileage statistics shall be adopted.)

113. Show hereunder the particulars below called for concerning the commodities (company's material excluded) carried by the re-

spondent during the year ended June 30, 191—, stating for each commodity or class of commodities named the number of tons originating upon the respondent's lines at stations within the State of Oklahoma, the number received from connecting carriers, whether rail or water, and whether directly or indirectly (as through elevators), the total number and the ratio (expressed as a per cent) which the total for each commodity bears to the general total. (Interstate Commerce Commission's Classification of Freight Traffic Movement shall be adopted, in so far as any Interstate traffic is concerned.)

114. Show hereunder for each of the commodities named (car-load lots) the number of tons (of 2,000 pounds each) carried by the respondent during the year ended June 30, 191—, between points in the State of Oklahoma, the equivalent ton-miles of haul thereof, the average haul, the amount of revenue derived therefrom, and the average revenue per ton-mile.

Brick, Lime, Cement, Lumber, Grain, Flour, Hay, Coal, Stone, Sand and Gravel, Livestock, Dressed Meats.

Every inquiry must be definitely answered. Where the word "none" truly and completely states the fact it may be given as the answer to any particular inquiry or any particular portion of any inquiry. If any inquiry, based upon a preceding inquiry, is, because of the answer rendered to such preceding inquiry, inapplicable to the company in whose behalf the report is made, the words "not applicable" should be used in answer thereto. The word "respondent" in the foregoing means the company in whose behalf the report is made.

RULE No. 16.

The word "Company" defined.

—As used in this order, the word "company" shall include any Transportation Company, "Transmission Company" or any other "Public Service Corporation" as defined in each instance in Section 43, Article IX., Constitution of Oklahoma, or any company, corporation, trustee, receiver, or other person owning, leasing or operating the business of any or either of same.

RULE No. 17.

The Commission reserves the right to exempt any company from any of the provisions of any of the rules herein named, upon satisfactory showing that the compliance therewith would work an unreasonable hardship or expense upon said company.

This order shall be in full force and effect on and after July 1, 1909, a date after publication once a week for four consecutive weeks in the Guthrie Daily Leader, a newspaper of general circulation, published in the City of Guthrie, County of Logan, State of Oklahoma.

Guthrie, Oklahoma, June 4, 1909.

ORDER No. 203.

(See also Order No. 553 supplementary hereto.)

To the Adams Express Company, American Express Company, Pacific Express Company, United States Express Company, Wells-Fargo & Company Express:

Pursuant to service of Proposed Order No. 40 and hearings held thereon in the office of the Corporation Commission in the City of Guthrie, State of Oklahoma, on the 11th, 12th, 14th and 16th days of January, 1909, and 4th, 5th and 6th days of February, 1909, the following order shall be in full force and effect covering the handling and assessment of charges on merchandise, or property, carried over the lines of the Express Companies named above on and after August 1st, 1909.

**CORPORATION COMMISSION EXPRESS CLASSIFICATION
AND RATES.**

Applying on:

Merchandise, or property, carried over the lines of the following named express companies in the State of Oklahoma:

Adams Express Company, Pacific Express Company, American Express Company, United States Express Company, and Wells-Fargo & Company Express.

**GENERAL RULES TO GOVERN IN THE APPLICATION OF
EXPRESS CLASSIFICATION AND RATES.**

RULE No. 1.

Printing and Posting:

Adams Express Company, American Express Company, Pacific Express Company, United States Express Company, and Wells-Fargo & Company Express, are hereby ordered and directed to have the classi-

fication and rates and the rules relating thereto as contained in this Order printed and posted at all of their respective offices in the State of Oklahoma for the inspection of the public.

RULE No. 2.

Receipts:

A—Receipts shall be given for shipments received for transportation and when rates are affected by the value of the merchandise, shipper should be required to declare their value.

Shipper's Name:

B—Shipper's name and address shall be marked on all packages.
Explosives:

C—All explosives, or dangerous, and inflammable oils, acids, or materials including gas cylinders charged at a higher pressure than five hundred (500) pounds to the square inch may be refused.

RULE No. 3.

Joint Rates:

A—Where shipments moving from point of origin to destination are transported by two or more express companies, charges shall be assessed by computing the charges of each company to and from the point of interchange and deducting ten per cent therefrom, unless otherwise provided herein. Observe one line rate as minimum.

Short Line:

B—Where two or more routes are available between point of origin and destination, the line or lines handling shall charge the same rate as though shipment had actually moved via the route by which the lowest rate could be made, unless shipper specifically designates, in writing, a specific route stating that charges applicable via that route shall be applied.

RULE No. 4.

Seven Pound Packages:

A—The Joint or Through rate on a package weighing seven pounds or less (not including live animals, live birds, money, bonds, jewelry, or any article rated at higher than merchandise rate) shall be based on continuous mileage, observing the single line charge for three hundred (300) miles as a minimum, unless charges under Rules 3 and 22 make less.

Three or More Companies:

B—When carried by more than two companies, minimum charges of ten cents for each company carrying.

Valuation:

C—If valuation exceeds Fifty Dollars, assess valuation charges as provided for in Rule 14.

RULE No. 5.

Aggregating—Packages Bound Together:

A—Two or more packages bound or tied together, forwarded by one shipper at the same time to one consignee, shall be charged for on the aggregate weight.

Not Bound; Weighing Less Than Ten Pounds:

B—Packages weighing less than ten pounds each, not bound or tied together, forwarded by one shipper at the same time to one consignee, shall be aggregated, provided they are estimated and charged for as weighing ten pounds each, unless the charges on the packages, if shipped separately, would be less. Actual weight only shall be entered on the way bill.

Not Bound; Weighing Ten Pounds:

C—Two or more packages weighing ten or more pounds each, forwarded by one shipper at the same time, to one consignee, shall be charged for on the aggregate weight.

G. S. Shipments:

D—Two or more packages of a commodity taking less than rates as provided in Table 1, forwarded by one shipper at the same time to one consignee, shall be aggregated and charged for as one, on actual weight, regardless of the above restrictions.

Mixed Shipments:

E—If packages aggregated under the above provisions are subject to different rates, the charges shall be made on the aggregate weight at the highest rate applicable on any of the packages, observing as a minimum the total charge on the package if shipped separately, at the rates applicable on each.

Not C. O. D.'s:

F—The foregoing rules do not apply on C. O. D. packages, unless Rule 5 is referred to.

RULE No. 6.

Extra Rate Charge:

On matter subject to extra rate charge, such as one and one-half or double merchandise rate, first find the charge according to the tariff, then add one-half or double it as required. On joint shipments find the charges as above provided, for each express company and handle as per Rules 3 and 22.

RULE No. 7.

Prepayment:

Agents may require prepayment or guaranty of charges on all shipments.

RULE No. 8.

Returned by Freight:

A—Packages forwarded by express and remaining "on hand" may, by shipper's order, be returned by freight; the express company shall charge for reshipping by freight twenty-five (25) cents per one hundred pounds, with a minimum charge of twenty-five (25) cents for each consignment.

Endorsing Orders:

B—Agents should not endorse shipper's order to return such packages by freight, unless the express charges together with the charge for reshipping by freight is paid or guaranteed.

RULE No. 9.

Pound Rates:

A—Articles rated Rule 10, unless otherwise provided herein, shall be charged for at the merchandise rate per 100 pounds for actual weight, unless regular tariff or other rates provided are less, observing minimum charge of twenty-five cents for one company and twenty cents for each additional company carrying, unless otherwise provided, and except when regular rates are less.

Reckoning Charges:

B—In computing charges, all fractions of a pound shall be reckoned and charged for as full pound.

Prepayment:

C—Charges shall be prepaid or guaranteed, unless otherwise provided.

Aggregating:

D—Shipments subject to pound rates are also subject to Rule No. 5.

RULE No. 10.

Shipments at One Cent for Two Ounces:

A—Articles rated Rule 10, unless otherwise provided herein, when valuation does not exceed \$10.00 per package, and charges PREPAID, shall be charged for at one cent for each two ounces or fraction thereof, with minimum of ten cents for each company carrying. Provided, regular merchandise or other rates shall be assessed when less, and except, that packages weighing fifty ounces or more each, will be charged two cents per package less than the charge at rate of one cent for each two ounces or fraction thereof, packages weighing less than fifty ounces shall not be charged a greater sum than on packages weighing fifty ounces.

C. O. D.:

B—If the amount of the C. O. D. on any package under this rule exceeds Ten Dollars merchandise charge shall apply.

Marking Packages:

C—Packages shall have description of contents marked thereon, and be so packed that description may be readily verified.

Value:

D—Shipments subject to these rates have the value of the package marked thereon.

Exceptions:

E—These rates will not apply on printed matter, if printed, framed, or mounted on anything but paper or cardboard, except maps, as authorized.

Returning Packages:

F—Undelivered packages which have been sent out under this section may be returned to original shippers, way billed "to collect," at the rates charged on the business when sent out.

RULE No. 11.

Packages at One Cent Per Ounce:

A—Packages of merchandise, or samples thereof [not including

jewelry, imitations of jewelry, watch cases, watch movements, silverware, or any sealed packages (except sealed packages of cigars) cut flowers, tobacco tags, premium certificates, live animals, live birds, or packages containing smaller matter, (except invoices accompanying packages sent C. O. D.)] value not exceeding ten dollars may be forwarded at rate of one cent per ounce, charges prepaid, with a minimum of fifteen cents when carried by one company and ten cents for each company carrying when carried by two or more companies.

Returning Packages:

B—Undelivered packages which have been sent out under this section may be returned to original shippers, way billed "to collect," at the rates charged on the business when sent out.

RULE No. 12.

Marking C. O. D.'s:

A—The letters "C. O. D." and amount to be collected shall be plainly marked on each package with which bill is sent to be collected on delivery, and a similar entry shall be made on the way bill. If the shipper requires collection of charges for return of money, the "C. O. D." package and envelope shall be plainly marked "C. O. D. \$.....and return charges," and be so way billed.

Aggregating C. O. D.'s:

B—When two or more packages are forwarded by one shipper at the same time to one consignee with separate C. O. D.'s, they shall not be aggregated, but if one C. O. D. covers two or more packages they shall be aggregated as provided in Rule No. 5.

Allowing Examination and Partial Delivery:

C—Allow examination and partial delivery of "C. O. D." matter only on written authority of shipper, endorsed by Agent at shipping point. The express companies may require release, exempting them from all loss incident to such examination, or partial delivery, before their agent shall sign such order. The proceeds of "partial delivery" shall be remitted, subject to regular charge for paid "C. O. D.'s," prepaid or collect, according to instructions on original "C. O. D." wrapper. No "partial delivery" shall be made until total amount of express charges have been paid. Partial delivery need not be made when the contents of packages are to be delivered to different parties. When goods are sent on "partial delivery" proceeds for the articles selected shall be remitted in the C. O. D. wrapper, the remainder of the goods to be repacked and immediately returned to the shipper.

Collection of C. O. D.'s:

D—The amount of C. O. D. bills for C. O. D. shipments shall be collected at the time that such shipments are delivered to consignee, except as otherwise provided.

Collection of C. O. D.'s:

E—All orders to deliver C. O. D. goods without collecting C. O. D. shall have the approval of the agent at shipping point.

Reconsigning C. O. D.'s:

F—After the C. O. D. shipment leaves point of origin, if shipper desires to change consignee, deduct, or release C. O. D., the shipping agent may require a fee of ten cents to be paid before indorsing such instructions. Shipper's instructions shall then be way billed to the destination office, with charge of ten cents prepaid.

Reporting Cancelled C. O. D.'s:

G—When C. O. D. matter is, by order of the shipper, delivered without collecting C. O. D., bill and envelope shall be returned with copy of order, way billed free. Original order shall always be kept on file.

Undelivered C. O. D.'s:

H—If C. O. D. matter is refused, or cannot be delivered within twenty-four hours, shipper shall be immediately notified, if not disposed of within thirty days after such notice, it may be returned, subject to charges both ways, but shall not be held longer than sixty days after such notice. C. O. D. packages forwarded from one point to another on orders of shipper may be held at the latter point thirty days.

Returning C. O. D.'s:

J—C. O. D. matter and paid C. O. D.'s, returned to shippers, shall take the same route as when originally forwarded, except that when the C. O. D. shipment has been reshipped from the first destination to another, it shall be returned to the office at which it originated by the most direct route.

Rates:

K—For rates on paid C. O. D.'s, see Table No. 8.

Bills Lading:

M—Bills of Lading for freight matter shipped by freight lines and

inclosed in sealed envelopes and forwarded as C. O. D. with privilege of examination, shall be charged for at merchandise rates, and when valuation is over Fifty Dollars, charge as per Rule No. 14. The charge for returning the money shall be the same as for paid C. O. D.'s of like amount, if not collected return fee.

N—When a bill of lading sent by express is exchanged by shipper's order for a new bill of lading, charge for securing the latter and returning it to the shipper the same amount as was charged for the original bill of lading.

Services Other Than the Collection of C. O. D.'s:

Exchange Bills Lading:

O—When accompanied by instructions requiring agents, before delivering the Bill of Lading, to obtain signatures to notes, file mortgages, secure insurance or similar services, other than the mere collection of the C. O. D. and returning papers to the consignor, the outward charge shall be fifty cents in addition to the regular rate, return charges on the proceeds shall be at regular paid C. O. D. rate.

Returning Bills Lading and Papers:

P—If the consignee declines to execute the papers, or if for any other reason the papers are returned in original condition to shipper, Bill of Lading shall be returned free.

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RULE No. 13.**SHIPMENTS OF MONEY, JEWELRY, VALUABLE PAPERS, ETC.****Delivery at Office:**

A-1. Money packages, Bonds, and Securities shall be delivered at the office of Express Company. If shippers desire, Express Companies shall, where they have free delivery service, furnish wagon service to transport shipments of coin or bullion to their offices, but same shall be accompanied by a representative of the shipper and remain in his custody until delivered to the Express Company at its office.

Marking:

2. Shipments of valuation in excess of Five Hundred (\$500) Dollars shall have the signature of the shipper, or his representative written in ink on the package.

Declaring Value:

3. The valuation of all shipments under this rule shall be declared by the shipper.

Minor Coins:

B-1. Minor or base coins such as nickels and cents, charge rates shown in Table 1, on actual weight and in addition charge on valuation as provided for in Rule 14.

Aggregating:

2. Two or more packages of minor or base coin, forwarded by one shipper at the same time to one consignee, shall be charged for on the aggregate weight and value, unless separate charges would make less.

Gold Bullion:

C-1. Gold Bullion, Gold Sulphides, Gold Cyanides, or any other form of uncoined gold, and D., ore Bullion, charge Gold coin rates on value, and rates shown in Table 1, on weight in excess of four pounds to the \$1,000 value. See Table No. 6.

Silver Bullion:

2. Silver Bullion, charge same as Silver coin, allowing a maximum weight of 100 pounds to each \$1,000 and in addition as per Rule 9, (Pound Rates) on all excess. See Table No. 5.

Silver Sulphides:

3. Silver Sulphides, Precipitates, Cyanides, or any other form of uncoined Silver, the rate per \$1,000 valuation is the same as rate, Table 1, for 100 pounds to the same point, allowing a maximum weight of 100 pounds to each \$1,000 and in addition as per Rule 9, (Pound Rates) on all excess of weight.

Government Bonds: Not for Collection:

D-1. United States Bonds, or Government Bonds of other countries payable to bearer, or coupons of any bonds, other than for collection, charge currency rate at their market value, see Table No. 7.

Government Bonds: Registered:

2. United States Bonds, or Government Bonds of other countries, registered, charge one-third Currency Rate at their market value, but never less than fifteen cents per one thousand dollars and no single shipment less than twenty-five cents.

Subscription Certificates:

3. Subscription Certificates to Bonds or Stocks will be charged the same as for the Bonds or Stocks to be issued in exchange therefor.

Letters of Credit:

4. Letters of Credit issued in blank, or payable to bearer, charge Currency Rate on Declared Value.

Other Bonds:

E-1. Railroad, State, County, City, Town, and all other Bonds or Certificates of Stock, payable to bearer (except United States Bonds, or Government bonds of other countries payable to bearer) and Warehouse Receipts, charge one-half Currency Rate at their market value, but not less than twenty-five cents per \$1,000, unless otherwise provided, minimum charge for single shipment 25 cents.

Bonds to Order:

2. The same payable to order, on which payment may be stopped if lost, including also Incomplete Bonds, Incomplete Certificates of Stock, Notes, Checks, Drafts, Acceptances and other paper valuable to order, including Pension Vouchers, not for collection, charge one-third Currency Rate at their declared market value, but never less than fifteen cents per \$1,000. To find the charge on amounts less than \$1,000 take one-third of the graduated charge on the Currency Rate which applied to shipment. Minimum charge 25 cents for a single shipment.

Subscription Certificates:

3. Subscription Certificates to bonds or Stocks will be charged the same as for Bonds or Stocks to be issued in exchange therefor.

National Bank Notes:

4. Incomplete National Bank Notes, charge Currency Rates.

Drafts for Acceptance:

5. Drafts sent for acceptance, way bill "P. O. R." (Pay on Return), and charge Currency Rate on face value of the paper when returned. If returned without acceptance, charge 25 cents; when carried by more than one company, add ten cents for each additional company.

Small C. O. D.'s:

F-1. Paid C. O. D.'s.—\$2.00 or under in currency or coin, ten cents for each company carrying. Over \$2.00 and not exceeding \$6.00 in currency or coin, fifteen cents for collecting company and ten cents for each additional company handling. Over \$6.00 as per Table No. 8.

Returning C. O. D.'s:

2. In all cases paid C. O. D.'s, Collections, Notes, Contracts, Accounts, and similar matter when returned to shipper, should take same route as when originally forwarded, except as provided in Rule 12 for paid C. O. D.'s on reshipments.

Mixed Packages:

3. Paid C. O. D.'s containing Currency and Silver, or Gold Coin and Silver, when silver does not exceed \$5.00 shall be taken at the same rate as though all Currency or Gold Coin.

Mixed Packages:

4. Paid C. O. D.'s, containing Currency and Signed Notes, Leases,

or Mortgages, charge same as if all Currency. When, by shipper's instructions, an affidavit is accepted from consignee as payment of the C. O. D., the same charge shall be made as if the money was returned.

Advancing Purchase Price:

5. Advance of Purchase Price of Goods, or any amount advanced to shipper will be charged the same rates as for paid C. O. D.'s, given above. Money Orders for the purchase price of goods ordered by express shall be carried free. The purchase price of any shipment need not be advanced to a connecting company, but where a money order is enclosed same shall be carried by all companies.

Deeds Not Filed:

H-1. Deeds, or Mortgages which have not been recorder, charge currency rates on declared value, and when they are to be delivered to officials for record, require prepayment.

Deeds Filed:

2. Deeds, or Mortgages which have been recorded, charge one-third the currency rate on the declared value, but not less than fifteen cents per one thousand dollars, and no single shipment less than twenty-five cents.

Protest:

J-1. Notes, Endorsed Drafts, or other papers requiring protest, optional as to whether received for collections.

(NOTE—Companies that do not care to handle must specify their refusal in this space.)

Pay on Return:

2. Notes, Checks, Drafts, Accounts, or Bills for collection, when forwarded, way billed "P. O. R." when returned paid, charge one and one-half times tariff rates for paid C. O. D.'s of same amount; provided, that for paid collections of \$10.00 and less the charge shall not exceed twenty-five cents for one company and ten cents for each additional company carrying.

Mixed:

3. Paid Collections, containing signed notes and money, charge currency rates on notes and regular paid collection rates on Money.

Uncollected:

4. Ordinary Bills, Accounts, Drafts, or Notes if returned un-

collected, charge twenty-five cents for one company and ten cents for each additional company carrying.

Accepting Checks; in Payment:

5. When instructions are given by shipper to accept a note, check, or draft in payment of a collection of any character, charge currency rate on face value of the paper.

Securing Signatures:

6. For taking "notes in blank" from one point and procuring the signature of a party at another and returning the signed notes to the shipper, charge currency rate one way on the face value of the notes. If returned unsigned, the charge should be twenty-five cents for one company and ten cents for each additional company carrying.

Partial Payment:

7. Notes, Drafts, Accounts, or Bills for collection with instructions to accept partial payment shall not be taken unless instructions are to return the amount paid with the collection at once, and when such partial payments are returned, charges shall be made only on the amount inclosed.

Securing Receipts:

8. For obtaining from consignees receipts for delivery of packages and returning such receipts to the shipper, charge ten cents for each receipt.

Identity:

9. Agents must not accept collections unless sure of the identity and responsibility of the sender.

Handling Shipments:

10. Mortgages, Deeds, Legal Papers, and other valuable papers for collection shall be inclosed in envelopes, sealed and endorsed with the description and value of the contents and billed and treated as C. O. D. matter. If consignees are to be permitted to examine the papers before payment, instructions to that effect shall be marked on the package by the shipper, who should sign a release for all loss resulting from such examination. Outward charges on the package, unless prepaid, to follow as expense on return of proceeds, or paper, if not collected. If any service is to be performed by the Express Company in exchanging promissory notes, or other obligations, in examination of titles, or any other service beyond the usual C. O. D.

service, the business shall not be accepted except under special contract authorized by the proper officer.

Time for Collection:

11. Collections should not be received more than twenty days in advance of the time of payment as shown by the paper or intention signified by the payor. Such paper if refused, or unpaid, at the expiration of the time indicated shall be returned to the shipper ten days after notice to the shipper of non-payment. Unless instructed to the contrary, agents will return all unpaid notes, etc., ten days after having notified shipper of the non-payment.

Collections:

12. Agents at destination should not accept paper for collection unless received in a "collection" envelope regularly way billed.

Endorse Envelopes:

K—Require shippers to endorse the contents on all packages of bonds, etc., and request them to keep a record of the numbers and descriptions to aid in recovery if lost.

Legal Papers:

L—Legal, and other papers in manuscript, shall be taken at rates shown in Table 1 plus additional charge for valuation as shown in Rule 14.

Cancelled Vouchers:

M—Cancelled Vouchers from bankers, value limited to \$10.00, charge ten cents for package weighing five ounces or less and two cents for each additional ounce or fraction thereof, unless rate shown in Table 1 is less; minimum ten cents for each company carrying.

Uncancelled Vouchers:

N—Packages containing uncancelled drafts, or checks, charge currency rate on the declared value.

Pawn Tickets:

O—Agents should require parties presenting pawn tickets for redemption of goods to state the value. A memorandum of the value should be attached to the ticket and the value also stated on receipt given for same. The amount necessary for the redemption of the goods, together with the pawn ticket and memorandum of value should be inclosed in a sealed envelope with total of money and memorandum marked thereon addressed to the agent of the company

where articles or goods were pledged, and shall be charged for at currency rates prepaid. Tickets from one shipper to be presented to different pawn brokers at same destination for redemption of goods shall be inclosed in the same envelope. The goods when redeemed are subject on return to regular rates on each lot redeemed and in addition to a charge to cover expense of packing, or handling, of not more than twenty-five cents in each case.

P—Rates for paid C. O. D.'s, will be found in Table No. 8.

Q—Rates for Currency will be found in Table No. 7.

R—Rates for Silver Coin will be found in Table No. 5.

S—Rates for Gold Coin will be found in Table No. 6.

RULE No. 14.

Valuation in Excess of Fifty Dollars:

Where shipments of merchandise are valued at more than fifty dollars or where this rule is referred to in Classification, the following additional charges will be assessed:

When Rate shown in Table No. 1 does not exceed \$1.00 per 100 pounds, add five cents for each additional \$100.00 or fraction thereof in excess of fifty dollars valuation.

When Rate shown in Table No. 1 exceeds \$1.00 per 100 pounds, add ten cents for each \$100.00 additional valuation or fraction thereof in excess of fifty dollars valuation.

RULE No. 15.

Shipments Requiring Ice:

Shipments, which for their preservation, require that they be packed in ice, and are so packed, shall be charged at 25 per cent less than the gross weight of shipment at time of forwarding.

RULE No. 16.

Rating Shipments:

Where two or more rates are shown opposite an article in the Classification it shall be understood that the lower of the two rates shall be applied.

RULE No. 17.

Shipping Instructions:

All express offices shall remain open and receive shipments during regular business hours, and where offices are located at depots, ship-

ments shall be received up to within thirty minutes of the leaving time of the train on which same are to be shipped; and where offices are located at other places than depots, shipments shall be received up to and within one hour of leaving time of the trains for which they are intended.

RULE No. 18.

Forwarding Shipments:

All shipments shall be forwarded on the first available train after receipt of same by the Express Companies.

RULE No. 19.

Notifying Consignees: and Delivering Shipments:

Consignees shall be furnished written notice of arrival of all shipments within eight hours after the next 7:00 a. m. after the arrival of shipments, except, that on perishable shipments, consignee shall be immediately notified of their arrival, and if within delivery limits, delivery shall be made immediately; Provided, that where shipments are destined within delivery limits of an office where free delivery service is in effect, no notice need be given of arrival of shipments when same are delivered in the time specified above for notices.

RULE No. 20.

Lower Rates to Remain in Effect:

All rates that were in effect in the State of Oklahoma on June 1st, 1909, that are lower than rates made by the application of this Tariff shall remain in effect until December 31st, 1909.

RULE No. 21.

One Express Company Operating Over Two Railways:

The term "ONE EXPRESS COMPANY" or "A SINGLE EXPRESS COMPANY" and similar terms as used in this Classification and Tariff means either of the Express Companies mentioned in Rule One of this Order. Rates provided herein for application on shipments transported by "One Express Company" shall apply via continuous short line mileage via one or more lines of railroad where one or more express companies, which are either directly or indirectly under the same management or control, operate over such lines of railroad.

RULE No. 22.

Joint Rates:

Where two or more express companies named in Rule 1 did, on
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June 1, 1909, make joint or through rates graduating but once, or made joint or through rates on any basis other than the application of their regular charges to and from interchange or transfer points, they shall, under the application of this Order, make through or joint rates by adding the rates per 100 pounds or \$1,000, as the case may be, to and from junction points and deducting therefrom twenty per cent and the result shall be the rate per 100 pounds or \$1,000. To ascertain the rates on shipments weighing less than 100 pounds, Rated Table 1, or amounts of less than \$1,000, Rated Tables 5, 6, 7, or 8, find the rate per 100 pounds or \$1,000 as described above and if the sum thus obtained is a figure used by the Commission as the rate per 100 pounds or \$1,000 for similar class of shipment, then the graduate charge shall be found under that column, but if the rate per 100 pounds or \$1,000 is not a figure used by the Commission as a single line rate for similar class of shipments, then the same shall be graduated under the next highest figure used by the Commission as the rate per 100 pounds or \$1,000 for single line haul of a similar class of shipment. Provided, that no shipment of less than 100 pounds or \$1,000 shall be charged a greater sum than the charge applicable on a shipment of 100 pounds or \$1,000 under similar conditions. Rates made under Three and Four to be observed as maximum.

Example: Shipments of 100 pounds and 40 pounds moving thirty miles via one line and fifty miles via another. Rated under Table 1.

Thirty mile rate, 40 cents; Fifty mile rate, 50 cents; Through 90 cents, less 20 per cent, 18 cents, rate via two lines per 100 pounds, 72 cents.

Seventy-two cents not being used by the Commission as the rate per 100 pounds in Table 1, next higher rate, 85 cents is used and forty pound shipment under 85 cent column is found to be fifty cents or the charge on a forty pound package. The Single Line Rates and charges as provided in this Order shall be observed as a maximum in computing joint rates and charges under this Rule on similar shipments. (This Rule not to apply where rates were made simply to meet competition.)

RULE No. 23.

Through Way Bills:

All shipments shall be through way billed from point of origin to destination and shall show through what junction, interchange, or transfer point they are billed.

Reports to Commission:

All Express Companies named in Rule No. 1 shall, within thirty

days after the effectiveness of this Order, file with this Commission a statement showing rates held in effect by the application of Rule No. 20 of this Order, and those companies, which, by the application of Rule No. 22 of this Order are required to use a particular system of joint rates shall file a statement within the same period, showing between what points such system will be used.

CLASSIFICATION RATINGS.

Explanation and Instructions.

All articles not enumerated below, or not analogous to those which are, shall be subject to regular merchandise rates.

“Mdse.” stands for Merchandise Rates, or Table No. 1.

“ $\frac{1}{2}$ Mdse.” stands for $\frac{1}{2}$ Merchandise Rate.

“ $1\frac{1}{2}$ Mdse.” stands for one and one-half Merchandise Rate.

“D-Mdse.” stands for Double Merchandise Rate.

“3 t Mdse.” stands for three times Merchandise Rate.

“G. S.” stands for General Special Rate, or Table No. 2.

“K. D.” stands for knocked down.

“Minimum” stands for minimum charge on a single shipment for each company carrying, unless otherwise provided.

“C. O. D.” stands for Collect on Delivery.

“P. O. R.” stands for Pay or Return.

“N. O. S.” stands for Not Otherwise Specified.

“Boxed” or “Completely Boxed,” means completely inclosed by a wooden box or case with tight sides, ends, top and bottom.

“Crated” means that all sides and ends of articles so packed must be protected by wooden slats of sufficient length to hold the articles so packed and to protect it from abrasion or damage when the same is handled and transported with the ordinary and usual care.

Table No. 1 covers rates on Merchandise Shipments.

Table No. 2 covers rates on General and Fruit Special Shipments.

Table No. 3 covers rates on Beers, Soda Water, and Vegetables.

Table No. 4 covers rates on Milk and Cream.

Table No. 5 covers rates on Silver Coin.

Table No. 6 covers rates on Gold Coin.

Table No. 7 covers rates on Currency.

Table No. 8 covers rates on C. O. D., and Paid Collections.

Table No. 9 covers rates on Butter and Eggs.

Table No. 10 covers rates on Ice Cream.

A	RATE.
ACETYLENE GAS—May be refused; if handled	Mdse.
ADDRESS TAGS	Rule 9.
ADVERTISING CASES, having glass on three sides, and revolving cylinder inside and displaying business cards	D. Mdse.
ADVERTISING MATTER, for gratuitous distribution, for advertising purposes, not articles that are to be sold	Rule 9.
AGRICULTURAL IMPLEMENTS:	
Bulky	D. Mdse.
Harvesters, K. D.	Mdse.
Plows, ordinary stirring, and breaking.....	Mdse.
Plow Points	Rule 9.
ALE	Table 3.
ALLIGATORS	D. Mdse.
ALMANACS	Rule 9 and 10.
ANIMALS AND BIRDS, live, valuation not exceeding the following:	
Horses, Jacks, or Mules, \$100.00 each.	
Bulls, Burros, Calves, Colts, Cows, Deer, Dogs, Elk, Goats, Hogs, Ponies, Sheep, Steers, or animals not otherwise specified, \$50.00 each.	
Birds, Cats, Ferrets, Guinea Pigs, Hares, Mice, Opossums, Prairie Dogs, Rabbits, Squirrels, Fancy Pigeons, or Fancy Fowls, or other Live Fowls (except for market) or Reptiles, \$5.00 each.	
When the declared valuation exceeds that given above the following additional charge should be made on the excess value:	
When the Merchandise rate is not over \$1.00 per 100 pounds, add 3 per cent of the excess.	
When the Merchandise rate exceeds \$1.00 per 100 pounds, add 5 per cent of the excess.	
Food and utensils to be supplied by the shipper.	

ANIMALS OR BIRDS, LIVE:

N. O. S. (except those listed under heading "Live Stock") shall be boxed, crated, or caged, except as hereinafter provided, and the number in each box, cage, or crate, entered or way bill D. Mdse.

Crated, means that before being placed in car, animals must be completely inclosed in crate of sufficient strength to prevent escape, and to insure handling without damage to crate or animal.

CAMELS: Crated or not crated 3 t Mdse.

DOGS:

In crates or kennels 1½ Mdse.

Not boxed or crated, but securely chained, minimum weight 100 pounds D. Mdse

ELEPHANTS: Crated or not crated 3 t Mdse.

ANIMALS:

Live—In carloads, estimated at 10,000 pounds, one attendant to be carried free in each car with animals Mdse.

When charged the above rates to fairs or exhibitions, shall be returned to original point of shipment at one-half the above rates, but not less than regular merchandise rate. This will also apply to dogs, returned from Field Trials.

ANIMAL HEADS: Mounted, Stuffed or Green:

With Antlers attached, boxed or crated..... D. Mdse.

Without Antlers attached, boxed or crated..... Mdse.

Not boxed or crated Refuse.

ANIMALS STUFFED:

Securely boxed or packed Mdse.

Otherwise Refuse.

ANTLERS:

Not boxed or crated D. Mdse.

Boxed or crated Mdse.

AUTOGRAPHIC REGISTERS Mdse.

AUTOMOBILES—See Vehicles.

AUXILIARY NEWSPAPERS	Rule 9.
B	RATE.
BAGGAGE CHECKS—When accompanied by an order to ship trunk by express, shall be car- ried	Free.
When not accompanied by such order.....	Mdse.
BAKING POWDER: Samples of, when given away for advertising purposes	Rule 9.
BANK NOTES:	Rule 13.
BAROMETERS:	
Shall be refused unless boxed or securely packed:	
Value not exceeding \$10.00 each.....	Mdse.
Value \$25.00 and over \$10.00 each.....	1½ Mdse.
Value exceeding \$25.00 each	D. Mdse.
BASKETS:	
Nested in bundles or crates	Mdse.
Not nested	D. Mdse.
BATH CABINETS—Boxed or crated.....	Mdse.
BATTERIES—Dry	Mdse.
Containing liquid solution	May be refused.
BEEF: Extract in glass	Mdse.
BEEF FAT	G. S.
BEER	Table 3.
BEER COMPOUND	G. S.
BEER TONIC	Table 2.
BEES	1½ Mdse.
BENZINE	Refuse.
BERRIES	Table 2.
“BEST TONIC”	Table 2.
BICYCLES—See Vehicles.	
BILLS OF LADING	Rule 12.
BINDERS FOR MAGAZINES, ETC.....	Mdse.

BIRDS, Live—See Animals.	
Stuffed, boxed	Mdse.
BISCUITS	Rule 9.
BITTERS	Table 2.
BLANKS: Printed, filled with writing.....	Mdse.
BLANKS: Printed, not filled with writing....	Rules 9 and 10.
BLOTTERS, OR BLOTTING PADS:	
Advertising	Rules 9 and 10.
Not Advertising	Mdse.
BLUE PRINTS	Rule 10.
BOATS:	
Metallic Folding, securely packed.....	Mdse.
Row Boats or Canoes, including paddles and equipment, minimum \$2.00	4 t Mdse.
Shells, or Racing Craft, including outriggers, minimum, \$4.00	8 t Mdse.
Boats, N. O. S. when securely and completely boxed	3 t Mdse.
NOTE: Boats that cannot be loaded in cars may be placed on deck. Boats exceeding 38 feet should be accepted only on authority of superintendent.	
BOOKS:	
Printed, bound, or unbound, including em- bossed books for reading by the blind.....	Rule 10.
From circulating libraries, regular Mdse. on outward shipments and half the same charge on return shipment, except that when handled by two companies, the minimum return charge shall be fifteen cents for each company hand- ling. Rule 10 to apply when lower.	
Blank Books	Mdse.
BONDS	Rule 13.
BRANCHES OF PEPPER TREES	Rule 10.
BREAD—Not fired	Rule 9.
Fired—Net weight	G. S.
NOTE: Shippers of bread in order to avail themselves of "net weight," must mark on out-	

side of basket, box, or barrel the actual weight of same. When received, filled for shipment, agents will weigh them, deducting the weight of the empty package from the gross weight and make charges on the net. Agents should know that the tare marked on the package is correct.

BRICK—Samples of, not exceeding value of \$3.00	Rule 9.
BUGGIES: See Vehicles.	
BUILDING PAPER: Samples of	Rule 9.
BULBS: Completely inclosed in boxes.....	Rule 10 or G. S.
BURIAL CASES: See Coffins.	
BURLAP: Samples of, used as wall covering	Rule 9.
BULLION	Rule 13.
BURROS: See Live Stock.	
BUTTER: Or imitations of—including butter made from nuts—See Rule 15.....	Table 9.
BUTTERMILK: In cans estimated at ten pounds per gallon	Table 4.
	C. RATE.
CACTUS: Boxed, or crated	G. S.
CAKE	Rule 9.
CALENDARS	Rule 10.
CALVES:	
Live—See Live Stock.	
Dressed	G. S.
CAMERAS—Securely boxed	Mdse.
In light carrying cases.....	1½ Mdse.
CAMPAIGN LITERATURE	Rule 10.
CANCELLED VOUCHERS	Rule 13.
CANNED FOOD, Samples of (Not in glass)....	Rule 9.
CANTELOUPES	Table 3.

Use the following estimated weights, unless actual weight is less:

In 1 bushel boxes, crates, or baskets, 45 lbs.

In 1½ bushel boxes, crates, or baskets, 70 lbs.

In Flour Barrels, 150 lbs.

In crates 12x12x24 inches, 40 lbs.

In Climax Baskets, 15 lbs.

CARDS, Printed	Rules 9 and 10.
CARDS, Playing	Mdse.
CASH REGISTERS, (securely boxed or in own cases)	Mdse.
CASTINGS, Boxed, or unboxed	Rule 9.
CATALOGUES	Rule 10.
CATS—See Live Animals.	
CATTLE—See Live Stock.	
CELERY, OR CELERY PLANTS—See Rule 15	G. S.
CEMENT, Samples of, valuation less than \$3.00	Rule 9.
CEREAL FOOD, Manufactured	Rule 9.
CHECKS	Rule 13.
CHEESE	G. S.
CHROMOS	Rule 10.
CHRONOMETERS, boxed	3 t Mdse.
CIDER	Table 3.
CIRCULARS	Rule 10.
CLAMS—See Rule 15	G. S.
COAL—Samples of, valuation less than \$3.00.....	Rule 9.
COCA COLA	Table 3.
COIN	Rule 13.
C. O. D. SHIPMENTS.....	Rule 12.
CONFETTI, boxed or sacked	Mdse.
COFFINS:	
Boxed	Mdse.
Not boxed	D. Mdse.

CORPSES:

Double the lowest first-class passenger fare, but never less than five dollars for any distance, except that corpses of children under twelve years of age may be carried at single adult passenger fare, but not less than \$2.50. When carried by two or more companies, the charges shall be pro-rated on basis of local Mdse. rates, provided, that the charge for each company shall not be less than three dollars for an adult and two dollars for a child under 12 years of age. Corpses must be placed in such cases or coffins as prevent the escape of offensive odors. Such documents as are required by health officers or other officers must accompany the corpses. Before billing corpses C. O. D., money should be deposited with express agent at destination and agent at destination should wire agent at shipping point as to amount of money received by him to cover charges, or C. O. D.'s, or both.

CUPON BONDS	Rule 13.
COTTON SEED MEAL, OIL CAKE OR HULLS—Samples of	Rule 9.
CRABS, Live—See Rule 15	G. S.
CRAB MEAT—See Rule 15	Rule 9.
CRACKERS	G. S.
CREAM:	
Not Condensed	Table 4.
Condensed	Mdse.
CREAM SEPARATORS	Rule 9.
CURRENCY	Rule 13.
CUTTINGS:	
Completely boxed	Rule 10 or G. S.
Completely inclosed in baskets or so packed so that they may be stowed with other freight....	Rule 9 or G. S.
	D
	RATE.
DEEDS	Rule 13.

DRESS FORMS	D. Mdse.
E	
RATE.	
EGG JUICE—or Liquid Eggs—See Rule 15....	G. S.
EGGS—Dried	Mdse.
EGGS:	
For Hatching	Mdse.
For Market	Table 9.
For market in cases estimated weights:	
30 dozen.....	55 lbs.
36 dozen.....	66 lbs.
ELECTROTYPE ADVERTISING PLATES..	Rule 9
EMPTYES, RETURNED:	
Empties returned by the company or companies which carried them when filled, unless otherwise provided, must be called for and delivered by the express company and receipts given for same. Unless original shippers have arranged with the express company for shipments to be returned "Collect," all empties returned must be prepaid. When rates are one-half Mdse., charge for actual weight at one-half the rate for 100 pounds. (Pound Rates.)	
N. O. S. Minimum 20 cents	½ Mdse.
BAGS OR SACKS, for news companies.....	Free.
BANANA CARRIERS, one bunch capacity..	5 Cents.
BEER EMPTYES, N. O. S.	Free.
BISHOP'S BEER EMPTYES—Minimum 15 Cents	½ Mdse.
BOXES, which have contained steel sheets for music boxes	15 Cents.
BOXES, in which prints and drawings have been forwarded to Art Departments, Schools, etc., minimum 20 cents	½ Mdse.
BREAD EMPTYES:	
Barrels	10 Cents.
Baskets, Boxes, Folding Crates, K. D.....	5 Cents.
Burlap, Canvas or Muslin coverings, bags or sacks, N. O. S. minimum 10 cents.....	½ Mdse.

BUTTER EMPTIES:	
Not exceeding 20 lbs. each	5 Cents.
Exceeding 20 lbs. each	15 Cents.
Air Tight Jersey, per crate	15 Cents.
REFRIGERATORS	15 Cents.
CANDY CASES	25 Cents.
CANS for Alcohol, Fish, Oils, or Varnishes..	15 Cents.
In boxes, kegs, or oil cans in jackets.....	10 Cents.
CASH REGISTER BOXES —Minimum 25	
cents	½ Mdse.
CAVIAR KEGS	10 Cents.
CELERY BOXES	10 Cents.
CIGAR SHIPPING CASES , not exceeding	
35 lbs. each	25 Cents.
COCA COLA EMPTIES	Free.
COFFEE CANS , minimum 15 cents	½ Mdse.
COMPUTING SCALE CASES —minimum	
25 cents	½ Mdse.
COOPS , N. O. S.	10 Cents.
CHICKEN COOPS , folding, K. D.	5 Cents.
CRATES OR KENNELS for pet animals or	
dogs, minimum 25 cents	½ Mdse.
CRATES . in which Live Frogs have been	
shipped, minimum 10 cents	½ Mdse.
DEMIJOHNS	10 Cents.
DRUG BASKETS OR BOXES with or	
without bottles, minimum 10 cents each.....	½ Mdse.
EMPTIES , originally containing egg juice or	
liquid eggs, minimum 15 cents each.....	½ Mdse.
EGG EMPTIES —Cases	5 Cents.
CORRUGATED PAPER BOXES , holding	
from 15 to 120 eggs each, minimum charge	
10 cents	½ Mdse.

ELECTROTYPE BOXES, not exceeding five pounds	5 Cents.
FISH BOXES, OR BARRELS, minimum 10 cents each	½ Mdse.
FLOWER BOXES, BASKETS OR CRATES, weighing 15 pounds or less.....	5 Cents.
Over 15 pounds	10 Cents.
REFRIGERATOR BOXES	25 Cents.
FRUIT OR VEGETABLE EMPTIES:	
N. O. S. 36 qt. capacity or less.....	5 Cents.
More than 36 qt. capacity	10 Cents.
When nested, minimum 10 cents	Rule 9.
REFRIGERATORS	15 Cents.
GAME PACKS	Free.
GAS CYLINDERS, minimum 25 cents each	½ Mdse.
GINGER ALE EMPTIES	Free.
HOG CRATES:	
35 lbs. and under	10 Cents.
50 lbs. and over 35	15 Cents.
100 lbs. and over 50	25 Cents.
Over 100 lbs., minimum 25 cents	½ Mdse.
½ Mdse. to be observed in all cases as maximum, provided, that on joint shipments minimum of ten cents to each company carrying.	
HOMING PIGEONS, BASKETS, OR COOPS—minimum 25 cents	½ Mdse.
HONEY CRATES—minimum 25 cents.....	½ Mdse.
ICE CREAM EMPTIES	15 Cents.
ICE SACKS	Free.
JARS	5 Cents.
JUGS	10 Cents.
KOUMISS EMPTIES—minimum 15 cents..	½ Mdse.
LAUNDRY EMPTIES:	
Baskets	25 Cents.
Boxes—minimum 25 cents	½ Mdse.

MEAT REFRIGERATOR BOXES	25 Cents.
Other Meat Boxes or Baskets	5 Cents.
MILK EMPTIES:	
Cans	Free.
Cases, consisting of empty jars, bottles or cans	Free.
MINERAL SPRINGS WATER EMPTIES	Free.
MOXIE EMPTIES—minimum 15 cents	½ Mdse.
ORE SACKS—minimum 15 cents	½ Mdse.
ORGAN COVERS—Not boxes—minimum 25 cents	½ Mdse.
OYSTER EMPTIES:	
N. O. S.	Free.
American Oyster Carrier Company's (An- drew's Patent)	10 Cents.
PIE Boxes—minimum 15 cents	½ Mdse.
PONY CRATES—minimum 15 cents	½ Mdse.
POP EMPTIES—In cases	Free.
REFRIGERATOR BARRELS, which have been used for shipping lobsters	25 Cents.
SAMPLE CASES OR TRUNKS, used for shipping goods, etc.	Mdse.
SARATOGA CHIP EMPTIES—minimum 10 cents	½ Mdse.
SARSAPARILLA EMPTIES—In cases.....	Free.
SIGN BOXES—Not exceeding 20 lbs. in weight	10 Cents.
SILK EMPTIES, minimum 15 cents.....	½ Mdse.
SODA FOUNTAINS—minimum 15 cents....	½ Mdse.
SODA WATER CASES, OR BARRELS— Containing Bottles	Free.
SOFT CRAB EMPTIES	Free.
SPRING WATER EMPTIES	Free.

TANNING LIQUOR EMPTIES—Consisting of wooden partition box containing empty bottles	10 Cents.
TAR BOARDS—Which have inclosed Bath Cabinets, minimum 25 cents	½ Mdse.
VANI KOLA EMPTIES—In cases	Free.
VEGETABLE SACKS—minimum 10 cents.	½ Mdse.
WRITING MACHINE CASES—minimum 25 cents	½ Mdse.
X-RAY MACHINE CRATES—minimum 50 cents	½ Mdse.
YEAST REFRIGERATOR BOXES:	
Weighing 20 lbs. or less	10 Cents.
Weighing more than 20 lbs.	25 Cents.
Yeast Boxes, other than above	5 Cents.
WATER BOTTLES—In boxes, forwarded to be filled with water for analysis and returned by express, minimum 10 cents.....	½ Mdse.
ENGRAVINGS	Rule 10.
ENVELOPES:	
Having advertisements printed thereon, and giving away for advertising purposes	Rule 9.
Other than above	Mdse.
EXPLOSIVES	May be refused

F	RATE.
FEATHERS—N. O. S.	½ Mdse.
Closely compressed in bales, shipments of not less than 100 pounds at one time to one consignee, where Mdse. rate is \$1.00 per 100 pounds or more	Mdse.
(Where rate is less than \$1.00 per 100 pounds charge shall not exceed that made at rate of \$1.00 per 100 pounds.)	

NOTE: Shipments weighing less than 100 pounds, packed as above, shall not be charged a greater amount than for shipments weighing 100 pounds.

FERNS:

Cut, boxed	Rule 10 or G. S.
In baskets	Rule 9.

FIREWORKS, (Express Companies may refuse if dangerous, or not properly packed)..... Mdse.

FERTILIZER G. S.

FISH:

Fresh—See Rule 15 G. S.

Live, in water for food, gross weight, less 25 per cent
 G. S. |

Frozen, or cured—See Rule 15
 G. S. |

Live, in water, other than for food
 Mdse. |

FISH POSTERS, AND SIGNS Rule 9.

FISH ROE—See Rule 15 G. S.

FLAG POLES—Exceeding 12 feet in length..... D. Mdse.

FLOUR—Samples of Rule 10.

FLOWERS—Cut, boxed Mdse.

FROGS—Live, crated, and Frog Legs—See Rule 15 G. S.

FRUITS—In boxes, crates, or baskets..... Table 2.

FURNITURE:

Boxed, or crated—N. O. S..... Mdse.

Not boxed or crated—N. O. S..... D. Mdse.

Furniture Frame—Set up Same as Furniture.

Bedsteads, Iron, parts of the enamel work protected by wrapping paper, or burlap, not boxed, or crated
 Mdse. |

Chairs—Iron frames, or folding opera, tied, not boxed, or crated
 Mdse. |

Stools—Organ or piano, when shipped with instrument
 ½ Mdse. |

FURS:

Coarse, in boxes, barrels, or compressed and thoroughly corded and inclosed in burlap, shipments of 100 pounds and over
 G. S. |

Less than 100 pounds, but not to exceed G. S. for 100 pounds
 Mdse. |

Dressed, or tanned
 Mdse. |

G.	RATE.
GAME—Dead—See Rule 15	G. S.
GAS CYLINDERS—N. O. S. (Express Companies may refuse to carry.)	Mdse.
GINGER ALE	Table 3.
GINSENG ROOTS—Green, for planting.....	Rule 10 and G. S.
GLASS—Including articles packed in glass must be boxed, or crated N. O. S.	Mdse.
GROUND MIRRORS—Stained or show cases	D. Mdse.
GOLD	Rule 13.
GRAIN—Samples of	Rule 10.
GRANITE—Samples of, value not exceeding \$3.00	Rule 9.
GRAPE JUICE	G. S.
GREENS—Decorative, boxed	Rule 10 and G. S.
GUNS:	
Trussed, boxed, or crated, or taken apart and packed in sole leather, or canvass cases.....	Mdse.
When not so packed	D. Mdse.
Unless firearms are unloaded, express companies should refuse.	

H	RATE.
HAND BILLS	Rules 9 and 10.
HELIOTYPE WORK	Rule 10.
HIDES—Green, in bundles	G. S.
HOBBY HORSES—Not boxed or crated.....	D. Mdse.
HOG REMEDY, OR LICE KILLER	Rule 9.
HOLLY—Boxed—G. S. as minimum	Rule 10.
HOPS—Samples of	Rule 10.
HOSIERY—Samples of, with advertising mat- ter	Rule 9.

I	RATE.
ICE—Rates on Ice shall be sixty per cent of the rates named in Table No. 1, with a minimum	

charge of twenty-five (25) cents per one hundred pounds for one company and fifteen (15) cents for each additional company carrying. No charge to be made at less than rate per one hundred pounds.

ICE CREAM—Apply estimate weights given below, except when shipping agent is unable to determine the capacity of the can, the shipment should be weighed and billed at gross weight with an allowance of 25 per cent off for ice

Table 10.

Ice Cream in cans, packed in pails, tubs, or barrels, should be shipped at the following

ESTIMATED WEIGHTS:

1 gal. can 30 lbs.	4 gal. can 80 lbs.
2 gal. can 50 lbs.	5 gal. can 100 lbs.
3 gal. can 60 lbs.	Over 5 gal. can 18 lbs. per gal.

Estimated weights named above include ice.

ILLUSTRATING PLATES Rule 9.

INSTRUMENTS—Musical, N. O. S., boxed or crated, in addition to their own cases..... Mdse.
 Not so boxed 3 t Mdse.
 Harps, completely inclosed in wooden cases.... D. Mdse.

K

RATE.

KINETOSCOPE PICTURES—On paper Rule 10.

KING KOLA—See Rule 15 G. S.

KOLA Table 3.

KOUMISS—See Rule 15 G. S.

L

RATE.

LABELS—Printed Rule 10.

LARD, OR LARD SUBSTITUTES..... G. S.

LAUNDRY—Packages of, minimum 25 cents for each company, unless the regular Mdse. rate is less Rule 9.

LEGAL PAPERS Rule 13.

LETTERS OF CREDIT Rule 13.

LINOLEUM—Samples of, valuation not to exceed \$3.00 Rule 9.

LIQUORS—N. O. S. Mdse.

Alcohol, Whiskey, or Wines, will be charged for at the actual weight at the rate per hundred pounds shown in Table 1, (Pound rates), with a minimum charge of thirty-five (35) cents for one company and twenty (20) cents for each additional company carrying, unless regular Mdse. rates are less.

LITHOGRAPH STONES—Boxed, or crated... D. Mdse.

LITHOGRAPHS Rule 10.

LIVE STOCK—For valuation charges see Animals—Live. Food and utensils to be provided by shipper. In carloads, estimated at 10,000 pounds Mdse.

LIVE STOCK—The limit of horses, jacks, or mules, to 10,000 pounds per car to be as follows:

Race horses in stall cars, 16 head Horses, other than Race, also Jacks and Mules, in stall cars, 20 head in ordinary cars, not stall, 28 head.

For each additional horse, jack, or mule, assess in addition to the carload, charge proportional charge. Carload rate to apply on any special car whether containing one or more horses, mules, or jacks, but not exceeding the above limits. One attendant may be carried free with each carload shipment of horses, jacks, mules, or cattle. When horses, jacks, or mules, are paid for as full carload shipments, sulkies and other paraphernalia used with the same shall be carried in the same car without additional charge. Cattle, except calves, not to exceed 28 head, shall be carried at the charge for one carload. For each additional animal assess proportional charge.

The charge on a carload of live stock shall

be the minimum on any less than carload shipment.

Live Stock, N. O. S., crated Mdse.

CALVES:

Crated Mdse.

Not crated 1½ Mdse.

(A calf weighing over 500 pounds not crated, or 750 pounds crated will be classified as cattle.)

CATTLE:

Crated, minimum charge \$5.00 Mdse.

Not crated, estimate each animal at 750 pounds 1½ Mdse.

HORSES—Estimate each animal at 1,000 pounds, minimum charge \$10.00..... 2½ Mdse.

JACKS, MULES, BURROS, PONIES, OR COLTS—Not exceeding 500 pounds in weight not crated, or 750 pounds crated.

Crated Mdse.

Not crated 1½ Mdse.

MINIMUM CHARGES:

For Jacks or Mules, \$7.50 when carried by one company and \$5.00 for each company when carried by more than one company.

For Burros, Ponies, or Colts, \$4.00 except that when crated and carried by two or more companies \$2.50 for each company.

When crated, minimum applies to each crate, and when not crated to each animal.

A Jack, Mule, Burro, Pony, or Colt, weighing over 500 pounds, not crated, or over 750 pounds crated, will be classified the same as a horse.

LIVE STOCK:

28 or less Jacks, Mules, Burros, Ponies, or Colts, uncrated, may be taken at the carload rate on horses in ordinary unstalled cars. Each animal in addition to 28 shall be charged for additionally in the same proportion.

20 or less Jacks, Mules, Burros, Ponies, or

Colts, crated, may be taken at the rate applicable to a carload of 20 stalled horses; crated animals in excess of 20 must be charged for additionally in the same proportion.

When the regular rates on each animal total a sum less than the above, the regular rate shall be charged, and not the carload.

SHEEP:

Crated, N. O. S.	Mdse.
Not crated, for market	1½ Mdse.
Not crated, other than for market.....	Refuse.

LOBSTERS—See Rule 15 G. S.

M

RATE.

McINTOSH CLOTH—Samples of Rule 9.

MAGAZINES Rule 10.

MAIL BOXES—With or without post attached Rule 9.

MALT EXTRACT, Nutrine, or Vivine..... Table 2.

MAPLE SUGAR, or Maple Syrup G. S.

MAPS Rule 10.

MARBLE—Samples of, valuation not exceeding \$3.00 Rule 9.

MATRIX Rule 9.

MEATS:

Cured G. S.

Fresh—If shipped in refrigerator boxes, with ice, gross weight, no allowance for ice..... G. S.

MELONS Table 3.

Mdse.—N. O. S. Mdse.

MILK—Not manufactured, or prepared..... Table 4.

MILK CEREAL, Milk Cocoa, Miline, or Malted Milk Rule 9.

MINCE MEAT G. S.

MILLINERY Mdse.

MINIATURE RAILWAY, or Merry-Go-Round Cars, K. D. boxed or crated	Mdse.
Not boxed or crated	3 t Mdse.
Bodies of, boxed or crated	1½ Mdse.
Not boxed or crated	May be refused.
MINERAL WATER—In glass, boxed, in jugs, or demijohns, not boxed, O. R. B.	Table 3.
MINOR or Base Coin	Rule 13.
MISTLETOE—Boxed or well packed, G. S. Rate to apply as maximum	Rule 10.
MOLASSES—Samples of, valuation not exceeding \$3.00	Rule 9.
MOSS—Boxed, or packed, G. S. rate to apply as maximum	Rule 10.
MONEY	Rule 13.
MORTGAGES	Rule 13.
MOXIE	Table 3.
MUSHROOMS—G. S. as maximum	Rule 9.
MUSSELS—See Rule 15	G.. S.

N

RATE.

NEWSPAPER HEADS—Table 2 as maximum	Rule 10.
NEWSPAPERS—Daily, when no wagon service is rendered either in receipt or delivery ½ cent per pound for each company carrying. When wagon service is rendered either in receiving or delivering, or both, one cent per pound for each company performing wagon service, ½ cent per pound for other companies. Minimum charge five cents for each company carrying.	
NEWSPAPERS—Other than Daily, when shipped by publishers or news companies, magazines and similar publications which are registered in the United States Post-office as second-class matter, 1 cent per pound, minimum charge five cents for each company carrying.	

NEWSPAPERS, and all publications not registered in the United States Post-office as second class matter	Rule 10.
NOTES	Rule 13.
NUTS—Edible	G. S.

O

RATE.

OIL CLOTH—Same as Linoleum.	
OLIVES—In kits, or kegs	G. S.
ONION SETS—G. S. as maximum	Rule 10.

ORGANS:

Boxed	Mdse.
Not boxed, minimum \$3.00	D. Mdse.
Not boxed, when shipper signs release, relieving the company from damage by scratching or abrasion, minimum \$2.00	1½ Mdse.

OYSTERS:

In bulk, 10 pounds per gallon; when sold by count, 100 should be estimated at six pounds, and 100 culls at four pounds, unless actual gross weight is less	G. S.
In shell	G. S.
In cans, with or without ice, use estimated weights shown below	G. S.
Pint cans 1½ pounds each.	
Standard or ¾ cans, 2 pounds each.	
Full quart cans, 3 pounds each.	
Gallon cans, 12 pounds each.	
Shipper must mark the exact number and kind of cans in the case.	

OYSTER POSTERS AND OYSTER SIGNS

—N. O. S.	Rule 9.
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P.

RATE.

PAID C. O. D.'s	Rule 12.
PAMPHLETS—G. S. as maximum	Rule 10.
PAPER BOXES—Not boxed, or crated.....	D. Mdse.
PAPERS—Valuable	Rule 13.

PAPER:

For photographic printing	Mdse.
Ornamental, or Letter	Mdse.
News Print, in boxes, or bundles.....	Table 2.

PATENT INSIDES Table 2.

PATTERNS FOR CASTINGS:

10 feet or less in length	Mdse.
From 10 to 25 feet, inclusive, in length.....	D. Mdse.
Over 25 feet, only by special arrangement.....	5 t Mdse.

PAWN TICKETS Rule 13.

PEANUT ROASTERS—Not boxed or crated Refused.

PERIODICALS—See Newspapers Rule 10.

PHOTOGRAPHS—Not framed Rule 10.

PIANO PLAYERS:

Automatic, boxed	Mdse.
Not boxed, N. O. S.	D. Mdse.
Not boxed, shipper signs release, relieving company from all risks of scratching or abra- sion	1½ Mdse.

PIANOS:

Boxed, minimum \$5.00 for each company car- rying	Mdse.
Not boxed, N. O. S. minimum \$7.50 for each company carrying	D. Mdse.
Not boxed, when shippers signs release, reliev- ing company from damage by scratching or abrasion. Minimum \$5.00 for each company carrying	1½ Mdse.

PIES Rule 9.

PIGEONS:

Dead, See Rule 15	G. S.
Live, in coops, food and utensils to be pro- vided by shipper, coop and contents not to weigh over 150 pounds, for market, or shoot- ing tournaments, N. O. S.	G. S.
Live, other than above, N. O. S.....	Mdse.
Fancy in slatted coops	1½ Mdse.
If cloth covering is used and forms necessary	

part of coop	D. Mdse.
For valuation charges see Animals and Birds, Live.	
PICTURE FRAME MOULDING—Samples	
of	Rule 9.
PLANTS—Boxed, G. S. rate as maximum	Rule 10.
POP-SODA—In cases, or barrels, with wooden tops	Table 9.
POP CORN	G. S.
POSTERS	Rule 10.
POULTRY:	
· Dressed—See Rule 15	G. S.
· Live, for market, food and utensils to be fur- nished by shipper, coops and contents weigh- ing not over 150 pounds	G. S.
Other than for market, N. O. S.	Mdse.
If cloth covering is used, and forms necessary part of coop	Mdse.
(Food and utensile to be furnished by ship- pers. For valuation charges see Animals, Live.)	
POULTRY FOOD—Prepared	G. S.
PRESERVATIVES—For curing meats, refin- ing lards, etc.	G. S.
PROGRAMS—Prospectuses, Proof Sheets, or Publications	Rule 10.
R	
RABBITS:	
Dead, See Rule 15	G. S.
Live, See Animals, Live.	
READING MATTER PLATES	Rule 9.
RECEIPTS	Rule 13.
REPORTS—Filled in by Typewriter	Mdse.
REVOLVERS—See Guns.	
RIBBON BLOCKS	D. Mdse.
RICE—Samples of	Rule 10.

RATE.

ROOTS:

- Completely boxed, G. S. to apply as maximum Rule 10.
 When completely inclosed and so packed that
 they may be stowed with other freight Rule 9.

RYE—Samples of Rule 10.

S**RATE.**

SALMON—In cans G. S.

SAUSAGE G. S.

SAWS—Properly packed Mdse.

SCIONS:

- Completely boxed G. S. to apply as maximum Rule 10.
 When completely inclosed so they may be
 stowed with other freight Rule 9.

SEEDS—In boxes, cloth sacks, or otherwise see-
 curely packed for transportation, G. S. to ap-
 ply as maximum Rule 10.

SEWING MACHINES:

- Boxed or crated Mdse.
 Not boxed or crated 1½ Mdse.

SHEET MUSIC Rule 10.

SHIPPING CARDS Rule 9.

SHOW CARDS—Unmounted Rule 10.

SHREDDED WHEAT BISCUITS Table 2.

SHRIMP G. S.

SHRUBS—For setting, boxed, baled, or straw-
 ed; prepaid, or guaranteed G. S.

SIGNS—Printed on paper, or cardboard Rule 10.

SILVER Rule 13.

SKINS:

- Undressed, in boxes, barrels or compressed
 and thoroughly corded and inclosed in burlaps,
 shipments of 100 pounds or more G. S.
 Less than 100 pounds, with G. S. 100 pound
 rate as maximum Mdse.
 Dressed, or tanned Mdse.

SLOT MACHINES:

Including all automatic machines operated by the insertion of a coin, not made with iron or iron frames, not boxed, or crated 1½ Mdse.
 With glass fronts, not protected Refuse.

SMILAX:

Completely boxed G. S. or Rule 10.
 In baskets so packed as can be stowed with other freight Rule 9.

SNAKES:

When securely boxed, the box being lined with wire netting sufficiently close in mesh to prevent escape D. Mdse.
 Not so packed Refuse.

SOAP OR SOAP POWDERS—Samples of, given away for advertising purposes Rule 9.

SODA WATER, OR POP—In cases, or barrels, with wooden tops Table 3.

SOLAR PRINTS Rule 10.

SPARS—Exceeding 12 feet in length D. Mdse.

SPRING WATER Rule 3.

SQUABS—DRESSED, See Rule 15 G. S.

STARCH—Samples of, given away for advertising purposes Rule 9.

STATIC MACHINES—Or parts thereof, boxed or crated D. Mdse.

STATUARY—Other than metal, boxed or crated D. Mdse.

STEARINE—See Rule 15 G. S.

STEREOSCOPIC VIEWS Rule 10.

STEREOTYPE ADVERTISING PLATES..... Rule 9.

STOCK FOOD—Prepared G. S.

STRAWBOARD—Samples of Rule 10.

SULKIES—See Vehicles, also Horses.

SUPPLEMENTS FOR NEWSPAPERS—		
Printed or illustrated	Table 2.	
SURVEYOR'S INSTRUMENTS—(Except Tripods.)		
Refused unless boxed.		
Inclosed in single box, or case	3 t Mdse.	
When strapped so that they cannot move in their box or case, and covered with one or more additional boxes, with proper packing between	Mdse.	
	T	RATE.
TALKING MACHINES:		
Boxed	Mdse.	
TALLOW		G. S.
Not boxed	Refuse.	
TELEPHONE MACHINES		Mdse.
Securely packed.		
When in their cases only, and not securely boxed	1½ Mdse.	
TERRA COTTA—Samples of, value \$3.00 or less		Rule 9.
THEATRICAL SCENERY—N. O. S.....		D. Mdse.
Drop Curtains, or Scenes, painted on cloth, rolled up tightly and properly covered, not exceeding 20 feet in length		Mdse.
THERMOMETERS:		
Boxed, Value not exceeding \$10.00 each.....	Mdse.	
Boxed, Value \$25.00 and over \$10.00 each.....	1½ Mdse.	
Boxed, Value exceeding \$25.00 each.....	D. Mdse.	
Not boxed	Refuse.	
TIME RECORDERS—Watchman's Clocks or any devices recording the time of arrival and departure of employes, securely boxed.....		Mdse.
TOILET PAPER		Mdse.
TORPEDO SHELLS—N. O. S.....		1½ Mdse.
Boxed or crated	Mdse.	
TREE SPRAYERS		Mdse.

TREES—For setting, when boxed or baled and
strawed, prepaid or guaranteed G. S.

TUBERS:

Completely boxed, or packed. G. S. as maxi-
mum Rule 10.

Completely inclosed in basket, and so packed
that they may be stowed with other freight.... Rule 9.

TURTLES:

Fresh water, See Rule 15 G. S.

Salt water Mdse.

TYPEWRITING MACHINES:

Securely boxed Mdse.

When in their own cases only, or not securely
boxed D. Mdse.

V

RATE.

VALISES—Old Mdse.

VALUABLE PAPERS Rule 13.

VEHICLES:

The following classification applies only to
shipments that can be loaded in the ordinary
express car; vehicles which can not be loaded
in the ordinary express car, or if the shipper
desires a special car and such is used, charge
on actual weight of shipment, but not less
than 10,000 pounds Mdse.

Automobiles—Or any self-propelling vehicle,
not boxed or crated, minimum weight for
automobiles, 1,000 pounds Mdse.

Set up, boxed or crated 1½ Mdse.

K. D., boxed, or crated D. Mdse.

NOTE:—Parts of automobiles, or any self-
propelling vehicles, except bodies, when sent
to manufacturers, or dealers, for repairs, or
exchanges, must be accompanied by name and
address of shipper and be prepaid.

Automobiles shipped with carloads of horses,
charge Mdse. rate on the actual weight in ad-
dition to the carload charge for the horses.

Automobiles, or Motor Cars, with tanks, con-
taining gasoline Refuse.

BICYCLES:

N. O. S.	Mdse.
Not K. D., and boxed, or crated	D Mdse.

BUGGIES:

Set up, boxed, or crated, minimum \$3.00 for each company carrying	3 t Mdse.
K. D. and boxed or crated, minimum \$2.00 for each company carrying	1½ Mdse.

TROTTING—Same as road or speeding wagons.

CARRIAGE OR CARRIAGE BODIES:

Not K. D. and boxed, or crated, minimum \$5.00	3 t Mdse.
K. D. and boxed or crated, minimum \$3.00....	1½ Mdse.

CARRIAGE OR BUGGY POLES—Single trees securely attached

Mdse.

CARRIAGES—Children's:

N. O. S.	Mdse.
Not K. D., and boxed, or crated	D. Mdse.

CARTS—Same as Sulkies.

CUTTERS—With thills detached, boxed or crated, minimum \$3.00 for each company carrying

1½ Mdse.

SLEIGHS:

Not K. D., boxed, nor crated, minimum \$3.00 for each company carrying	3 t Mdse.
K. D. and boxed, or crated, minimum \$3.00 for each company carrying	1½ Mdse.
With thills detached, boxed or crated, minimum \$3.00 for each company carrying.....	1½ Mdse.

SULKIES:

Not K. D., but boxed or crated, or K. D. and not boxed or crated, minimum \$3.00 for each company carrying	3 t Mdse.
K. D., and boxed, or crated, minimum \$1.50 for each company carrying	1½ Mdse.

PNEUMATIC TIRES:

Boxed or crated, minimum \$2.50 for each company carrying	D. Mdse.
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Pneumatic Tires, wheels taken off, K. D. and boxed, or crated, minimum \$1.50 for each company carrying	1½ Mdse.	
SULKY FRAMES —Or sulkies without wheels, boxed, or crated, minimum charge \$1.50 for each company carrying	1½ Mdse.	
Not boxed or crated, minimum \$5.00 for each company carrying	3 t Mdse.	
TRICYCLES, AND TRICYCLE DELIVERY CARTS:		
N. O. S.	Mdse.	
Not K. D. and boxed or crated	D. Mdse.	
WAGONS:		
N. O. S.	Mdse.	
Road or speeding, including trotting buggies with four pneumatic tires, or bicycle wheels, attached or detached, not completely boxed, or crated, minimum \$4.00	6 t Mdse.	
Completely boxed or crated, minimum charge \$2.00	D. Mdse.	
TANKS —Charge same as for automobiles, or any self-propelling machine.		
VOUCHERS	Rule 13.	
		W
WALL PAPER —Including samples of.....	Rule 9.	RATE.
WATER BOTTLES —Empty, sent out by public institutions to be filled with water for analysis and returned by express, minimum charge 10 cents, in boxes	½ Mdse.	
WHISKEY —See Liquors.		
WILD CHERRY —Same as Coca Cola.		
WINE —See Liquors.		
WOOD BLOCKS —Weighing 10 to 20 pounds, used in stowing furniture	Rule 9.	
WOOLEN CLOTH —Samples of	Rule 9.	
		X
X-RAY MACHINES —Or parts thereof, boxed		RATE.

or crated	D. Mdse.
Not boxed, or crated	Refuse.

Y

RATE.

YEAST—Packages of one pound or less 15 cents for each company carrying, packages over one pound, add one cent per ounce for weight in excess of one pound, observing as maximum

Rule 9.

Z

RATE.

ZOOLAK	G. S.
ZWEIBACK	G. S.

RATES APPLYING ON SHIPMENTS OF MERCHANDISE

TABLE No. 1

Rates per 100 lbs. Miles	Rates per 100 lbs.																	
	\$.20	\$.30	\$.40	\$.50	\$.60	\$.70	\$.75	\$.85	\$ 1.00	\$ 1.20	\$ 1.40	\$ 1.60	\$ 1.80	\$ 2.00	\$ 2.25	\$ 2.50	\$ 2.75	\$ 3.00
Packages less than 100 lbs.....																		
1 and under	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
2 and over 1	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
3 and over 2	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
4 and over 3	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
5 and over 4	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
6 and over 5	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
7 and over 6	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
8 and over 7	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
10 and over 8	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
15 and over 10	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
20 and over 15	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
25 and over 20	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
30 and over 25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
35 and over 30	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
40 and over 35	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
45 and over 40	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
50 and over 45	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
55 and over 50	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
60 and over 55	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
65 and over 60	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
70 and over 65	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
75 and over 70	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
80 and over 75	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
85 and over 80	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
90 and over 85	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
100 and over 90	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25

Multiply rate per cwt. by weight. *Multiply rate per cwt. by weight.

RULES FOR TABLE No. 1

A Find distance opposite word "Miles" and weight of shipment on left hand side of page. Amount opposite weight to be shipped under proper distance column will be the charge to apply.

B Where exact distance is not shown, use next greater distance.

C Shipments weighing over 100 pounds will be charged actual weight at rate per 100 pounds.

D For rules governing shipments, see Classification.

E These rates are for shipments moving via one Express Company. For joint rates see Rules Nos. 3, 4 and 22.

F Minimum charge shall be 25 cents for one company and 20 cents for each additional company carrying, unless otherwise specified.

Rates of the American Express Company not shown account having no regular scale. Rates of the Pacific Company not shown account different rates on different railroads.

Figures in the other columns show rates promulgated by the Corporation Commission, effective August 1, 1909.

TABLE No. 2

RATES APPLICABLE ON SHIPMENTS RATED "G. S." OR "TABLE No. 2"

When an article in the classification is rated "G. S." or "Table No. 2" the following rates per hundred (100) pounds shall be applied:

Miles	40	60	80	100	130	160	200	250	300	350	400
Rates per 100 lbs.....	\$.32	\$.40	\$.48	\$.56	\$.68	\$.80	\$.96	\$1.12	\$1.28	\$1.44	\$1.60
.....	.40	.60	.80	.80	1.00	1.20	1.20	1.50	1.75	1.90	2.10

RULES FOR TABLE No. 2

- A When exact distance is not shown, use next greater distance.
- B To ascertain charges on packages weighing more or less than 100 pounds, multiply the weight by the rate per 100 pounds, observing minimum charge of twenty-five (25) cents for one company, and twenty (20) cents for each additional company carrying, unless otherwise specified.
- C Two or more packages forwarded by one shipper at the same time to one consignee and rated "G. S." or "Table No. 2" must be charged on the aggregate weight.
- D For rules governing shipments see Classification.
- E. Joint rates will be made as described in Rules 3, 4 and 22.

TABLE No. 3
RATES APPLICABLE ON SHIPMENTS RATED "TABLE No. 3"

Miles	60	80	100	130	160	200	250	300	350	400
Rates per 100 lbs.....	\$.30	\$.36	\$.42	\$.51	\$.60	\$.72	\$.84	\$.96	\$1.08	\$1.20
	.50	.60	.60	.75	.90	.90	1.20	1.35	1.50	1.65

RULES FOR TABLE No. 3

When an article in the Classification is rated as "Table No. 3" the above rates per 100 pounds shall be applied.

A Where exact distance is not shown, use next greater distance.

B To ascertain charges on package weighing more or less than 100 pounds, multiply the weight by the rate per 100 pounds, observing minimum charge of twenty-five (25) cents for one company, and twenty (20) cents for each additional company carrying, unless otherwise specified.

C Two or more packages shipped at one time by one consignor to one consignee and rated at "Table No. 3" must be charged on the aggregate weight

D For rules governing shipments see Classification.

E Joint rates will be made as described in Rules Nos. 3, 4 and 22.

Figures in columns marked * are approximately rates now charged by the Wells Fargo and United States Express Companies in Oklahoma. Rates of American Express Company not shown account having no regular scale. Rates of Pacific Express Company not shown account different rates on different railroads.

Figures in other columns show rates promulgated by the Corporation Commission, effective August 1, 1909.

TABLE No. 4
RATES APPLICABLE ON SHIPMENTS OF MILK AND CREAM IN CANS
 (Rates Shown Below Are in Cents)
 Capacity of Cans in Gallons.

Miles.....	5		8		10		15			
	*	-	*	-	*	-	*	-		
10 and under	-.10	A-.12	-.10	A-.12	-.10	A-.15	B-.15	C-.15	-.14	A-.21
20 and over 10	.10	.12	.10	.12	.11	.15	.15	.15	.16	.21
30 and over 20	.10	.12	.10	.12	.12	.15	.15	.15	.18	.21
40 and over 30	.10	.12	.11	.15	.13	.17	.18	.20	.20	.24
50 and over 40	.10	.13	.12	.16	.14	.18	.24	.25	.22	.27
60 and over 50	.10	.14	.13	.17	.15	.19	.24	.28	.23	.29
70 and over 60	.10	.15	.14	.18	.16	.20	.25	.30	.24	.30
80 and over 70	.10	.16	.15	.19	.17	.21	.25	.30	.25	.31
90 and over 80	.11	.17	.16	.20	.18	.22	.27	.32	.26	.32
100 and over 90	.12	.18	.17	.21	.19	.23	.27	.32	.27	.33
110 and over 100	.13	.19	.18	.22	.20	.24	.29	.34	.28	.34
120 and over 110	.14	.20	.19	.23	.21	.25	.29	.34	.29	.35
130 and over 120	.15	.21	.20	.24	.22	.26	.31	.36	.30	.36
140 and over 130	.16	.22	.21	.25	.23	.27	.31	.36	.31	.37
150 and over 140	.17	.23	.22	.26	.24	.28	.33	.38	.32	.38
160 and over 150	.18	.24	.23	.27	.25	.29	.33	.38	.33	.39
180 and over 160	.19	.25	.24	.28	.26	.30	.34	.40	.34	.40
200 and over 180	.20	.25	.25	.28	.27	.30	.35	.40	.35	.40
220 and over 200	.21	.26	.26	.29	.28	.31	.37	.42	.36	.41
240 and over 220	.22	.26	.27	.29	.29	.31	.40	.42	.37	.41
260 and over 240	.23	.27	.28	.30	.30	.32	.43	.45	.38	.42
280 and over 260	.24	.27	.29	.30	.31	.32	.45	.45	.39	.42
300 and over 280	.25	.28	.30	.31	.32	.33	.45	.45	.40	.43
320 and over 300	.26		.31		.33		.48	.50	.41	
340 and over 320	.27		.32		.34		.50	.50	.42	
360 and over 340	.28		.33		.35				.43	
380 and over 360	.29		.34		.36				.44	
Over 380	.30		.35		.37				.45	

"A"—Joint United States and Wells Fargo rate now in effect on Choctaw Division of C. R. I. & P. Ry.

"B"—United States and Wells Fargo rates now in effect on lines except above.

"C"—Rates in effect now via American Express Company.

Figures in other columns show rates promulgated by Corporation Commission, effective August 1, 1909.

RULES FOR TABLE No. 4

A Find size of can at top of page and distance to be shipped on left hand side of page. Amount opposite correct distance and under column showing size of can to be shipped, will be charge to apply.

B Where exact size of can is not shown use next larger size shown.

C For rules covering shipments, see Classification.

D Apply minimum charge of fifteen (15) cents for one company, and ten (10) cents for each additional company carrying, except that where two or more companies were applying one minimum charge on June 1, 1909, such companies shall continue to apply one minimum charge. Minimum charge shall apply on shipments forwarded by one shipper at the same time to one consignee and not on each can shipped.

E These rates are for continuous mileage via one or more express companies.

F Shipments made at rates named in this table and empties returned are not to be called for or delivered by express companies.

TABLE No. 6
RATES APPLYING ON SHIPMENTS OF SILVER COIN
 (Rates Shown Below Are in Cents)

Miles	\$.50	\$.60	\$.70	\$.80	\$ 1.00	\$ 1.20	\$ 1.40	\$ 1.60	\$ 1.80	\$ 2.00
15 and under	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
25 and over 15	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30
50 and over 25	.35	.35	.35	.35	.35	.35	.35	.35	.35	.35
75 and over 50	.40	.40	.40	.40	.40	.40	.40	.40	.40	.40
100 and over 75	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45
150 and over 100	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50
200 and over 150	.55	.55	.55	.55	.55	.55	.55	.55	.55	.55
250 and over 200	.60	.60	.60	.60	.60	.60	.60	.60	.60	.60
300 and over 250	.65	.65	.65	.65	.65	.65	.65	.65	.65	.65
350 and over 300	.70	.70	.70	.70	.70	.70	.70	.70	.70	.70
400 and over 350	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75
450 and over 400	.80	.80	.80	.80	.80	.80	.80	.80	.80	.80
500 and over 450	.85	.85	.85	.85	.85	.85	.85	.85	.85	.85
550 and over 500	.90	.90	.90	.90	.90	.90	.90	.90	.90	.90
600 and over 550	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
650 and over 600	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
700 and over 650	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
750 and over 700	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
800 and over 750	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
850 and over 800	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
1000 and over 850	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25

RULES FOR TABLE No. 5

- A Find distance opposite the word "miles" and amount to be shipped on left hand side of page. Rate opposite the amount and under the proper distance column will be the charge to apply.
- B Where exact distance is not shown, use next greater distance.
- C For rules governing shipment, see Classification.
- D Shipments in excess of \$1,000, apply proportion of the \$1,000 rate on the excess.
- E Two or more packages, one or more of which contains less than \$1,000, forwarded by one shipper at the same time to one consignee, must be charged on the aggregate amount contained in such packages.
- F Shipments of Silver Coin containing Gold Coin or Currency, see Rule F under Tables Nos. 6 and 7.
- G Rates named herein are for shipments transported by a single express company. For Joint Rates see Rules Nos. 3, 4 and 22. Figures in columns marked * are approximately rates now in effect via United States and Wells Fargo lines.
- H Figures in other columns show rates promulgated by Corporation Commission, effective August 1, 1909. American Express rates not shown account having no regular scale of rates. Pacific Express rates not shown account different rates applying on different lines.

TABLE No. 6
RATES APPLYING ON SHIPMENTS OF GOLD COIN
 (Rates Shown Below Are in Cents)

Rates per \$1,000.....	\$.25		\$.65		\$.75		\$.85	
	100	200	200	300	300	Over 300	Over 300	Over 300
Miles.....								
Amounts Less Than \$1,000.....								
\$ 15 and under.....	.25	.25	.25	.25	.25	.25	.25	.25
25 and over 15.....	.25	.25	.25	.25	.25	.25	.25	.25
50 and over 25.....	.25	.25	.25	.25	.25	.25	.25	.25
75 and over 50.....	.25	.25	.25	.25	.25	.25	.25	.25
100 and over 75.....	.25	.25	.25	.25	.25	.25	.25	.25
150 and over 100.....	.25	.25	.25	.25	.25	.25	.25	.25
200 and over 150.....	.30	.30	.30	.30	.30	.30	.30	.30
250 and over 200.....	.35	.35	.35	.35	.35	.35	.35	.35
300 and over 250.....	.40	.40	.40	.40	.40	.40	.40	.40
350 and over 300.....	.40	.40	.40	.40	.40	.40	.40	.40
400 and over 350.....	.35	.35	.35	.35	.35	.35	.35	.35
450 and over 400.....	.40	.40	.40	.40	.40	.40	.40	.40
500 and over 450.....	.40	.40	.40	.40	.40	.40	.40	.40
550 and over 500.....	.45	.45	.45	.45	.45	.45	.45	.45
600 and over 550.....	.50	.50	.50	.50	.50	.50	.50	.50
650 and over 600.....	.55	.55	.55	.55	.55	.55	.55	.55
700 and over 650.....	.50	.50	.50	.50	.50	.50	.50	.50
750 and over 700.....	.50	.50	.50	.50	.50	.50	.50	.50
800 and over 750.....	.50	.50	.50	.50	.50	.50	.50	.50
850 and over 800.....	.50	.50	.50	.50	.50	.50	.50	.50
1000 and over 850.....	.50	.50	.50	.50	.50	.50	.50	.50

TABLE No. 7
RATES APPLYING ON SHIPMENTS OF CURRENCY
 (Rates Shown Below Are in Cents)

Rates per \$1,000.....	\$.40		\$.50		\$.60	
	200	300	300	Over 300	Over 300	Over 300
Miles.....						
Amounts Less Than \$1,000.....						
\$ 15 and under.....	.25	.25	.25	.25	.25	.25
25 and over 15.....	.25	.25	.25	.25	.25	.25
50 and over 25.....	.25	.25	.25	.25	.25	.25
75 and over 50.....	.25	.25	.25	.25	.25	.25
100 and over 75.....	.25	.25	.25	.25	.25	.25
150 and over 100.....	.25	.25	.25	.25	.25	.25
200 and over 150.....	.30	.30	.30	.30	.30	.30
250 and over 200.....	.30	.30	.30	.30	.30	.30
300 and over 250.....	.30	.30	.30	.30	.30	.30
350 and over 300.....	.35	.35	.35	.35	.35	.35
400 and over 350.....	.35	.35	.35	.35	.35	.35
450 and over 400.....	.40	.40	.40	.40	.40	.40
500 and over 450.....	.40	.40	.40	.40	.40	.40
550 and over 500.....	.40	.40	.40	.40	.40	.40
600 and over 550.....	.40	.40	.40	.40	.40	.40
650 and over 600.....	.40	.40	.40	.40	.40	.40
700 and over 650.....	.40	.40	.40	.40	.40	.40
750 and over 700.....	.40	.40	.40	.40	.40	.40
800 and over 750.....	.40	.40	.40	.40	.40	.40
850 and over 800.....	.40	.40	.40	.40	.40	.40
1000 and over 850.....	.40	.40	.40	.40	.40	.40

RULES FOR TABLES Nos. 6 and 7

- A Find distance opposite word "miles" and amount to be shipped on left hand side of page. Rate opposite the amount under proper distance column will be the charge to apply.
- B When exact distance is not shown, use next greater distance.
- C For rules governing shipments, see Classification.
- D Shipments in excess of \$1,000, apply proportion of the \$1,000 rate on excess.
- E Two or more packages, one or more of which contain less than \$1,000, forwarded by one shipper at the same time to one consignee, must be charged on the aggregate amount contained in such packages.
- F Packages containing both Currency and Coin, charge regular rate on each kind of money, the charge not to exceed that for the same amount in coin, except that packages of Gold Coin or Currency containing Silver Coin not to exceed five dollars, may be taken at the rate as though all Gold Coin or Currency.
- G Rates named herein are for shipments transported by a single express company. For Joint Rates see Rules Nos. 3, 4 and 22. Figures in columns marked * are approximately rates now in effect via United States and Wells Fargo lines.
- H Figures in other columns show rates promulgated by Corporation Commission, effective August 1, 1909.
- I American Express rates not shown account having no regular scale of rates.
- J Pacific Express rates not shown account different rates applying on different lines.

TABLE No. 8
RATES ON PAID C. O. D.'s AND PAID COLLECTIONS.
 (Rates Shown Below Are in Cents)

Rates per \$1000.....	\$.50	-\$.60	-\$.70	-\$.80	-\$.90	-\$1.00
Miles.....	100	150	200	250	300	Over
Amounts less than \$1000.....	*	*	*	*	*	*
\$ 15 and under.....	\$.25	\$.25	\$.25	\$.25	\$.25	\$.25
25 and over 15.....	.25	.25	.25	.25	.25	.25
50 and over 25.....	.25	.25	.25	.25	.25	.25
75 and over 50.....	.25	.25	.25	.25	.25	.30
100 and over 75.....	.25	.25	.25	.25	.25	.35
150 and over 100.....	.25	.30	.30	.30	.35	.40
200 and over 150.....	.30	.35	.35	.35	.40	.45
250 and over 200.....	.30	.40	.35	.40	.45	.50
300 and over 250.....	.30	.40	.40	.40	.45	.50
350 and over 300.....	.35	.40	.40	.45	.50	.55
400 and over 350.....	.35	.50	.45	.50	.50	.60
450 and over 400.....	.40	.50	.45	.50	.55	.65
500 and over 450.....	.40	.50	.50	.50	.55	.65
550 and over 500.....	.45	.60	.50	.55	.60	.70
600 and over 550.....	.45	.65	.55	.65	.65	.75
650 and over 600.....	.50	.70	.55	.70	.70	.80
700 and over 650.....	.50	.70	.60	.70	.75	.85
750 and over 700.....	.50	.75	.60	.75	.75	.85
800 and over 750.....	.50	.75	.60	.75	.80	.90
850 and over 800.....	.50	.75	.60	.75	.80	.90
1000 and over 850.....	.50	.75	.60	.75	.80	.90

RULES FOR TABLE No. 8

A Find distances opposite the word "miles" and amount to be shipped at left hand side of page. Rate opposite the amount under proper distances column will be charge to apply.

B When exact distance is not shown, use next greater distance.

C For rules governing C. O. D. shipments, see Classification.

D Rates shown hereon are for shipments moving via one Express Company. For Joint Rates see Rules Nos. 3, 4 and 22.

E Shipments in excess of \$1,000.00 apply proportion of the \$1,000.00 rate on the excess.

Figures in column marked * are approximately rates now in effect via United States and Wells Fargo lines.

Figures in other columns show rates promulgated by Corporation Commission, effective August 1, 1909.

American Express rates not shown account having no regular scale of rates.

Pacific Express rates not shown account different rates applying on different lines.

TABLE No. 9
RATES APPLICABLE ON SHIPMENTS OF "BUTTER AND EGGS"

(Rates Shown Below Are in Cents)

Miles—	Rates on Butter and Eggs Per 100 Pounds		Charges on Case of 30 Dozen Eggs		Charges on Case of 36 Dozen Eggs	
40 and under	\$.30	\$.40	\$.17	\$.22	\$.20	\$.25
60 and over 40.....	.35	.60	.19	.33	.24	.40
80 and over 60.....	.42	.80	.23	.44	.28	.53
100 and over 80.....	.49	.80	.27	.44	.32	.53
130 and over 100.....	.60	1.00	.33	.55	.40	.66
160 and over 130.....	.70	1.20	.39	.66	.46	.79
200 and over 160.....	.84	1.20	.46	.66	.56	.79
250 and over 200.....	.98	1.50	.54	.83	.65	.99
300 and over 250.....	1.12	1.75	.62	.96	.73	1.16
350 and over 300.....	1.26	1.90	.69	1.05	.83	1.25
Over 350	1.40	2.10	.77	.....	.92	.....

RULES FOR TABLE No. 9

A Charge on shipments of less than 100 pounds actual weight at the rate of 100 pounds (pound rates).

B Use charges shown for 30 and 36 dozen cases when less than charge under Rule A.

C Shipments of butter and eggs forwarded by one shipper at the same time to one consignee must be charged on aggregate weight.

D Minimum charge of 25 cents for one company and 15 cents for each additional company carrying.

E Rates shown hereon are for shipments moving via one express company. For Joint Rates see Rules Nos. 3, 4 and 22.

TABLE No. 10
RATES APPLICABLE ON ICE CREAM
 (Rates Shown Below Are in Cents)

Miles—	Rates per 100 Pounds	
20 and under	\$.30	\$.50*
40 and over 20.....	.40	.50
60 and over 40.....	.48	.75
80 and over 60.....	.56	.75
100 and over 80.....	.64	.75
130 and over 100.....	.74	.90
160 and over 130.....	.84	1.00
200 and over 160.....	.96	1.00
250 and over 200.....	1.10	1.50
300 and over 250.....	1.24	1.65
350 and over 300.....	1.38	1.75
350 and over	1.50	2.00

RULES FOR TABLE No. 10

A Shipments of less than 100 pounds will be charged on actual or estimated weight at rate per 100 pounds (pound rates).

B Use weights as specified in the Classification.

C Minimum charge of 25 cents for one company and 15 cents for each additional company carrying.

D For rules governing shipments, see Classification.

E These rates are for shipments moving via one express company. For Joint Rates see Rules Nos. 3, 4 and 22.

Figures in column marked * are approximately rates now in effect via United States and Wells Fargo lines.

Figures in other column show rate promulgated by the Corporation Commission, effective August 1, 1909.

American Express rates not shown account having no regular scale of rates.

Pacific Express rates not shown account different rates applying on different lines.

Guthrie, Oklahoma, May 26, 1909.

June 17, 1909, Wells Fargo & Company Express, American Express Company, United States Express Company and the Pacific Express Company filed motions for a new trial.

July 24, 1909, motions for new trial overruled and defendants given ten days in which to prepare and serve case-made.

July 28, 1909, case certified to the Supreme Court and supersedeas bonds approved as follows:

Wells Fargo & Company Express, \$200,000.00.

United States Express Company, \$33,000.00.

American Express Company, \$35,000.00.

Pacific Express Company, \$4,500.00. Appeal pending.

Case now pending in Federal Court on application for injunction.

ORDER No. 553.

Supplementary to Order No. 203.

Proposed Order No. 40.

In re Proposed Order to all Express Companies doing business in Oklahoma, to establish express rates.

FINDINGS OF FACT AND RECOMMENDATIONS, RE-HEARING.

This case was remanded by the Supreme Court with instructions to the Commission to take additional evidence and ascertain by actual operations of the express companies the percentage of reduction caused by the rate promulgated by the Commission as compared with the rates now in force by the express companies in Oklahoma. Also to take such additional evidence as may be pertinent. The last requirement of the court was so general that in order to comply with the same the express companies were given opportunity to introduce any additional testimony they deemed proper.

After various consultations as to a time when the express officials could come from New York, the case was finally set for hearing and again continued upon the inability of the express officials to be present.

Upon the hearing, the testimony of the express companies was based upon reports made to the Commission which purported to show the rates actually charged and the rates that would have been collected if the Commission's rates had been in force, and from this each express company made their estimate of the reduction imposed by Commission's rates.

Upon investigation of these reports, the Commission found that they were wholly inaccurate. Some companies had filed the reports of the forwarding agent which contained so many overcharges and irregularities that the percentage of reduction shown by these reports was in excess of the actual reduction. It was then agreed that an actual test should be made for one week in October and one week in November by the United States Express Company which is now doing a very large business in Oklahoma. The test for November after it was completed and ready for shipment was destroyed by fire in the office of the company in New Jersey, hence we only have one week which was compiled by the express company. This shows a reduction of 23½ per cent instead of from 27 to 30 per cent, as shown by the evidence and exhibits introduced.

The American Express Company, which formerly charged the highest local rate, and the United States Express Company filed exhibits

which purport to show a loss would have been sustained had their business been done on the rate the Commission prescribed. We need consider these exhibits no further than to explain the basis upon which the calculations were made.

Exhibit 1, re-hearing, filed by the American Express Company shows gross state earnings \$83,585.67, which is 15 per cent of the total earnings on state and interstate business in Oklahoma. Earnings on interstate business apportioned to Oklahoma \$437,289.98, or 84.99 per cent of the total business both state and interstate. They find that the total terminal expense in Oklahoma was \$76,970.52, 11.87 per cent of the total gross receipts according to the exhibit. The total terminal expense accruing within the state of Oklahoma, both state and interstate according to this exhibit was \$76,970.52. The terminal expense accruing to the interstate business outside of Oklahoma was \$84,295.11. Each interstate transaction has two terminal expenses. One within the state and one without. The terminal expense out of Oklahoma was, according to this exhibit, \$7,324.59 more than both the terminal expense on the same business in Oklahoma and of the terminal expense on the state business. They find that the terminal expense on all business outside of Oklahoma, both state and interstate, as there is no segregation made in their books between interstate business and the local business in other states, was 29.43 per cent. From this per cent, they deduct 11.87 per cent, which is termed the ratio of terminal expense in Oklahoma, which leaves 17.56 per cent, which they say is the ratio of terminal expenses to gross proceeds outside of Oklahoma, which is ascertained by taking 15.56 per cent of \$480,041.51. This was the process by which they found that the terminal expense outside of Oklahoma was \$7,324.59 more than both the state and interstate terminal expenses within Oklahoma.

They then add the terminal expense in Oklahoma, both state and interstate, which was \$76,970.52 to what they find to be the terminal expense outside of Oklahoma \$84,295.11, makes a total terminal expense on all business done, which had its origin or destination in Oklahoma, or both, or \$161,265.63. Then they find that the revenue accruing on Oklahoma state business was 15.01 per cent of the total business. They find that Oklahoma should pay 15.01 per cent of the total \$161,265.63, which would make the terminal expense on Oklahoma business \$24,205.97. \$24,205.97 is 28.31 per cent of the gross proceeds on Oklahoma state business. This process of evolution, by series of percentages by which they charge Oklahoma state business with 28.31 per cent of the total gross business, is wholly unreliable and fallacious. Why should Oklahoma intrastate business be charged with outside terminal expense of interstate.

In the former hearing of this case, terminal expenses were gone into very fully and are explained in the opinion of the Commission. At all commission offices where no wagon service is maintained, the agent receives 10 per cent in and out which would be equivalent to 20 per cent of gross proceeds, including the salaried officers and commission officers. The total terminal expense in Oklahoma would average not to exceed 22 to 23 per cent of the gross proceeds.

The next item on the exhibit is general expenses. They ascertain the general expenses chargeable to Oklahoma by taking 16.81 per cent of the gross revenue which they find to be \$14,251.19. They do not explain how they ascertain the 16.81 per cent which they used to make this deduction. On page 49 of the annual report, under Item No. 5, the general expense is 7.95 per cent of the operating expense. This means all operating expenses less the amount paid the railroads.

We will carry out the deductions according to the rule used by the courts in ascertaining the cost apportioned to each business on a revenue basis. In the exhibit they give the total interstate earnings \$480,041.51. The business upon which this amount was collected only had one terminal in Oklahoma, that is, it either originated or was delivered in Oklahoma. The total earnings collected on Oklahoma business were \$84,778.05. Business that earned this amount had two terminals in the State of Oklahoma. In order to put the state earnings on the same business as to terminals expense as interstate earnings, it is necessary to double the state earnings which would be when doubled \$169,556.10. This added to the interstate earnings makes a total of \$649,597.61 on a basis of one terminal in the state, the state business is 26.1 per cent of the total in the state. The total terminal expense in Oklahoma shown by this exhibit was \$76,970.52. Twenty-six per cent of this amount would give the terminal expense apportioned to Oklahoma, which is \$20,089.30. The terminal expense cares for all expense incurred at the point of origin or destination including office supplies and rents, the keeping of the horses in stables, wagons and every expense whatever of this character. The other expenses in Oklahoma are not given the same as terminal expense and to ascertain the same it is necessary to take the per cent that the average expense of the entire system sustained to the gross revenue, as we have only the gross revenue and percentage of general expenses. The classification of expense accounts is divided into four: First, maintenance; second, traffic expense; third, transportation expense; fourth, general expense. Each of the four heads is again divided into sub-accounts, a copy of which will be transmitted with the record in this case.

Under maintenance, other than what is already included in the

terminal expense, should be transportation equipment .14 per cent; under traffic expense, superintendents .69 per cent; advertising .13 per cent; stationery and printing .19 per cent; under transportation, superintendents 5.19 per cent; train employes 7.19 per cent; train supplies .29 per cent; stationery and printing 1.93 per cent; loss and damage 3.85 per cent; damage to persons .04 per cent; injury to persons .18 per cent; general expense 7.45 per cent. This makes a total of 27.27 per cent of the total operating expense other than amount paid the railroads, or this is equivalent to 23½ per cent of the gross revenue after deducting the amount paid for train privileges. The train privileges as shown in this exhibit amount to \$41,774.60, which leaves \$43,503.45 as gross revenue after train privileges are paid. 23.52 per cent of this amount is equal to \$10,233.01. Hence we have the following:

Gross Revenue for the State of		
Oklahoma.....		\$ 84,778.05
Railroad Transportation	\$ 41,274.60	
Terminal expense	20,089.30	
All other expense.....	10,233.01—	71,596.91
		<hr/>
Net Revenue.....		\$ 13,181.04

A complete discussion of this terminal expense will be found in the last column at the bottom of page 5 and continues on the first column of page 6 of Commission's former opinion in this case, and the apportionment of the terminal expense above made verified the findings there referred to by the Interstate Commerce Commission.

The amount of terminal expense apportioned to Oklahoma is about 23½ per cent of the gross proceeds. The Commission's findings were from 22 to 24 per cent of the gross proceeds. The amount of property owned in Oklahoma by the American Express Company according to its own statement is \$17,334.81. This statement is found on page 63-A Annual Report, a copy of which will be transmitted with the record. If this property is to be divided upon the basis of the terminal expense in the State, the State should be charged with 26.1 per cent of the same, which is \$4,524.37. The net earnings as shown above, \$13,181.44, are equivalent to 290 per cent on the capital actually devoted to the Oklahoma business.

The United States Express Company has filed an exhibit which is a copy of the report filed with the Corporation Commission with deductions made therefrom according to the ideas of the express company. A final summary of these deductions which is shown in Exhibit 1 on the last page of the exhibit is as follows:

Total interstate earnings.....	\$167,147.63
Amount paid railroads	
55%.....	\$146,931.20
Total terminal expense.....	86,576.34
Maintenance 1.16%	3,098.91
Traffic expense .79%	2,211.47
General Transportation ex- pense 7.4%	19,768.92
General expenses 2.59%.....	6,919.12
Gross earnings tax 3%.....	8,014.23—
	282,419.19
	<hr/>
	6,271.46 or 2.34%

The United States Express Company has three classes of offices in the State of Oklahoma: First, where the officers are on salaries; second, where a commission is paid and also an additional expense for delivery wagon, or something of the kind; and third, strictly commission offices. At commission offices the agent for forwarding and receiving expressage is usually paid 10 per cent on the gross receipts in and out bound business. Some companies do not allow the agent any commission on business received where the charges were paid.

The gross receipts for state business at these commission offices were, inbound, \$94,945.06; outbound, \$56,934.56; total, \$151,879.73. Ten per cent of this amount represents the total terminal charge on state business at commission offices, which was \$15,187.97. The total state business at commission offices where an additional expense was paid other than the agent's commission was, inbound, \$41,553.42; outbound, \$22,252.68; total, \$63,806.10. 10 per cent of this amount would be \$6,380.61. According to the deductions made by express companies there should be added to this amount \$2,266.03 as Oklahoma's pro rata of this extra expense. This would make a total for this item of \$8,646.64.

The total gross receipts of both state and interstate business at salary offices are \$754,987.39, and the total expense at salary offices according to Exhibit "I" 112 was \$113,449.07; or approximately 15 per cent of the gross proceeds. The total intra-state gross receipts at salary offices doubled were \$317,709.43. This last amount is not the collections at salary offices but is the in and outbound business, cash collections only being half the amount. All state business has two terminals within the state. This deducted from the total business, both state and interstate, would leave \$436,277.94 as the gross amount of interstate business that was destined to or originated in Oklahoma and only takes into consideration one terminal for every interstate shipment. Divid-

ing the terminal expense upon the basis of the business done the same as they do at the commission offices, the state business should be charged with 41 2/3% of the total terminal expense and the interstate business should be charged with 58 1/3% of the total expense. This makes the terminal expense at salary offices on state business \$46,589.75.

The next item of expense is maintenance 1.16% of the total expense of the system, which according to the deductions made by the company, charges Oklahoma business with \$3,098.91. All the maintenance expense chargeable to Oklahoma in this item has already been cared for in the special deductoins made for terminal expenses except .07 per cent, which items are as follows:

Maintenance of Buildings, Fixtures and grounds .....	.21%
Office Equipment .....	.11%
Horses .....	.15
Vehicles—repairs .....	.62
Stable Equipment .....	.10
Transportation equipment .....	.07

The above added makes the 1.16 per cent used in this exhibit, whereas only .07 per cent is properly chargeable.

The next item traffic expense .79 per cent. This item includes:

Superintendents .....	.21%
Outside agencies .....	.27
Advertising .....	.03
Traffic Associations .....	.06
Stationery and Printing .....	.22

The item of outside agencies has nothing whatever to do with state business. These are agencies that are maintained in towns where this express company does not operate such as Canada, England or Mexico. Traffic associations, which is .06%, should be deducted. This leaves .46 per cent under this item properly chargeable.

The next item is general transportation expense 7.4 per cent, which is a proper charge against Oklahoma business.

The next item is general expense 2.59 per cent. This makes a total of 10.52 per cent, items as follows:

Maintenance .....	.07
Traffic .....	.46
Transportation	7.4
General expense	2.59

Total10.52% or \$28,593.87

10.52 per cent operating expense. Operating expense of entire system is 95 per cent of gross revenue. Hence 10.52 per cent reduced to basis of gross revenue is equal to 10.6 per cent of gross revenue. This makes a total of all expenses \$99,018.23, other than the amount paid to railroads, which according to the express companies estimate is 55 per cent of the gross proceeds, or \$146,931.20, or total expense of \$245,941.43.

The express company has charged an item of \$8,014.23 which is 3 per cent of the gross earnings for taxes. This item was not paid for the year 1911 and has been held unconstitutional by the courts. It is not a proper charge in making an estimate of the net earnings in this case for future guidance.

The gross receipts of state business as given by the express companies \$267,147.63. To this should be added 41 $\frac{2}{3}$ per cent of the receipts from money orders, etc., at salary offices \$6,254.23, which is \$2,605.92, making a total of \$289,753.55. From which, deducting the expense above mentioned, \$245,949.43, leaves a net income of \$23,804.12.

In this case as in the American Express Company, where it served the purpose best, the express company used the percentage of gross revenue of entire system and in other places, commissions. Should a certain percentage of the gross revenue theory be applied throughout the entire deduction it would give approximately the above result.

The terminal expense in large cities is higher than what is known as the small town terminal expense, yet the entire terminal expense of the express business in Oklahoma City can be handled by contract at 12 $\frac{1}{2}$ per cent of in and out business. However, we are not making our deductions in this case on that basis. We have gone into the analysis of the figures in these exhibits somewhat in detail and the deductions we have made based upon the figures in this record are as nearly accurate as can be made.

It is true all of the elements necessary for a complete demonstration of each character of expense is not shown, and we have to deal with the figures as presented in the record, and those referred to in the record in the annual report.

The Wells Fargo business in Oklahoma was analyzed as shown by Willmering Exhibit No. 1. Strictly interstate revenue, \$263,216.01 after deducting the expenses as shown in this exhibit leaves net balance of \$8,868.81, which according to the exhibits is 75.1 per cent of the value of the property assigned to intra-state business. These ce-

ductions were made as shown in that exhibit strictly on the revenue theory, and on the Commission's rates.

We have compiled comparative statement of express rates taken from the official and lawfully filed tariffs and which have recently been introduced in evidence before the Interstate Commerce Commission in an express case heard in Boston. The first statement shows the standard rates employed by the express companies, also the rates in Alabama, Arkansas, Florida, Georgia, Michigan, Mississippi, Missouri, Nebraska South Carolina, Texas and Virginia. Also the rates that were promulgated by the Commissions of the States of Illinois, Iowa, Minnesota, Oklahoma and South Dakota, which have been appealed or in litigation.

It will be observed that the rates appealed from in this case are higher than the rates appealed from in South Dakota, Minnesota, Iowa and Illinois. They are higher than rates that are now charged in Virginia and approximately the same as the present rates in Texas. They are higher than rates in South Carolina, Nebraska, Missouri, Mississippi, Michigan, Georgia, Florida and Alabama, and higher than they are in New York or rates established by the express companies.

Statement No. 2 is an illustration of the graduate, the per cent or proportion of the rate per 100 pounds that should be charged for shipments weighing one pound, five pounds, etc.

When Oklahoma is compared with the other States it will be observed that our graduate which has been seriously objected to and contested in this case is approximately the same as the other States. Heading "Stand" means standard scale commonly used by the express companies throughout the United States. However, a different graduate is imposed in Oklahoma, Arkansas and Kansas.

Statement No. 3 shows the per cent of 100 pounds charge that is contained in our graduate for less than 100 pounds. This is only a verification of the last statement above mentioned.

Statement No. 4 is a comparison of the express rates in the United States with those in England. In England they have no express companies but all express business is done by the railroads direct. It will be observed that the charges in England as a rule range from 40 to 50 per cent of the charge for freight transportation in Oklahoma.

Statement No. 5 is a comparison of the express rates with first class freight rates in the States mentioned. This also shows that the proposed Oklahoma rates are above the average of the twenty States named. For distances of 5 miles some of the States have a much

higher per cent than the Oklahoma rates, but as the distance increases the Oklahoma per cent is considerably more than the average of the twenty States.

It should be remembered that the figures used in the above statement are not the rates now being charged by the express companies in Oklahoma but the Commission rates and the rates now being charged according to the showing are 20 to 23½ per cent greater than those in the exhibit. The express rates now in force in Oklahoma would average approximately 20 per cent higher than the rates throughout the entire country, and we know of no express rates that are higher even through the mountainous districts than those charged in Oklahoma.

The statement of the express companies show that the net earnings range from 5 to 9 per cent on the gross business done, not on the capital invested or actually used in this business. The capital actually used in Oklahoma is very insignificant as compared with the gross business done.

The total value of the property used by the United States Express Company during the year 1910 according to their own inventory filed with the Commission was \$1,238,717.55. The total gross business of the company was \$17,637,887.73. Oklahoma's percentage of the gross business was 1.52 per cent. If the express company had as much property in the State of Oklahoma according to the gross business done in this State as they did throughout their system, the amount employed for the use of state business would be \$18,828.50.

We found from the deductions hereinbefore made that their net proceeds in Oklahoma was \$24,294.09. This is equivalent to 129 per cent on the capital actually invested in Oklahoma. In reducing express rates a certain per cent the percentage of deduction is not taken out of the net proceeds but would only reduce the net proceeds to the extent that this reduction would affect the general transportation charges. The basis of operation of express companies is such that you can throw either head or tails and they win. Where there are no express companies in England and the express business is done by the railroads at approximately 50 per cent of the charges paid in the United States, is a very forceful illustration that the express companies are only a parasite in the world of transportation. They maintain the same necessary relation to the proper transportation of express packages as a mistletoe is to the life of the tree upon which its grafts its sustenance. The more mistletoe the weaker becomes the tree. Why the various express companies in the United States should pay approximately two and a half million dollars each year, fabulous prices to general officers and general office expense and an additional ten million dollars for messenger expense, etc., and an additional ten million dollars for terminal

expense which would be unnecessary to incur if the entire transportation of express packages was under the various railroad systems.

These last statements are only approximates, but it is fair to assume that the American public is paying from 23 to 40 million dollars annually that could be saved if express business was done by the railroads directly.

The express companies insist that they should be permitted to charge sufficient rates to make an income on the amount they are assessed by the State for taxation. It is not the duty of the Commission to consider what elements of value the State may take into consideration in assessing the express companies' property in this State. We can never subscribe to the doctrine that one transportation company can make a contract with another transportation company and then let one of such companies say to the public this contract is worth \$500 a mile and we must be allowed to raise the rates so as to make an earning to pay the interest upon the value of this contract. When the railroad companies grant to the express companies a license or privilege to transact express business on their lines, the express companies cannot insist that they should charge a sufficient amount to make dividends on anything other than the actual value of the physical property employed in the business, and the contention that they should make a certain per cent on the gross business done is as fallacious as the contention that they should be allowed to make earnings upon the value of a contract between two transportation companies.

The Supreme Court on the 19th day of December, 1911, made a supplemental order in this case, which is as follows: "The order heretofore entered by agreement of all parties to this action remanding this cause to the Corporation Commission for introduction of further evidence is hereby modified to this extent, that after all the evidence is in, the Commission shall make new findings of fact and recommendations covering the entire case, and the time to do so is extended sixty days from this date."

From all the evidence introduced and from an investigation of express rates in general, we find that the Commission's Order reduces the former rates of the express companies from 20 to 23½ per cent. That the express companies can operate under the Commission's Order in the State of Oklahoma and make a reasonable return upon their investment. That this can be done notwithstanding the express companies pay the railroads in the State of Oklahoma a greater per cent of the gross proceeds than they do on the average of their system. The average paid the railroads in the State of Oklahoma is from 53 to 54 per cent of the gross receipts. While the average of the entire systems is

about 48 per cent. In many localities where express rates are lower than in Oklahoma, railroad companies only receive 40 per cent of the gross proceeds. A copy of the contract showing the amount paid by express companies to railroads is incorporated in this record.

In the first part of this opinion which had been prepared before receiving the supplemental order of the Supreme Court, we confined ourselves to a discussion of the evidence introduced upon the re-hearing by the express companies and arrived at substantially the same conclusions set forth in our former opinion. One of the best tests to determine the correctness of deductions based upon receipts, and expenses of the entire system, as introduced in this record, is to compare the rates in force in other States. In making this comparison we have made it more especially to ascertain whether any particular rate in the schedule promulgated is out of line. For the first ten miles in Oklahoma, our rate provides for 30 cents per 100 pounds, while in Minnesota, Iowa, Virginia, Mississippi, and Arkansas 40 cents is charged. Missouri charges 25 cents for the first five miles and 35 cents for ten miles. Alabama, Georgia, South Carolina, South Dakota charge 30 cents, same as Oklahoma. Nebraska 37½ cents, Michigan 50 cents, Florida 35 cents for five miles and 40 cents for ten miles.

We see no reason why 40 cents per 100 pounds should not apply for the first ten miles in line with the majority of the other States and the mileage should be re-arranged as follows:

RATES APPLYING ON SHIPMENTS OF MERCHANDISE.

Rates per 100 lbs.	\$.40	\$.50	\$.60	\$.70	\$.85	\$1.00	\$1.20	\$1.40	\$1.60	\$1.80	\$2.00
Miles	30	50	70	90	120	150	190	240	290	340	400
Packages Less Than One Hundred Pounds											
1 and under 1	\$.25	\$.25	\$.25	\$.25	\$.25	\$.25	\$.25	\$.25	\$.25	\$.25	\$.25
2 and over 2 .....	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.30
3 and over 3 .....	.25	.25	.25	.25	.25	.25	.30	.30	.30	.30	.35
4 and over 4 .....	.25	.25	.25	.25	.25	.30	.30	.30	.30	.35	.40
5 and over 5 .....	.25	.25	.30	.30	.30	.30	.35	.35	.40	.45	.50
6 and over 6 .....	.25	.25	.30	.30	.30	.35	.35	.40	.45	.50	.55
7 and over 7 .....	.25	.30	.30	.30	.30	.35	.35	.40	.45	.50	.55
8 and over 8 .....	.30	.30	.30	.30	.25	.40	.40	.45	.50	.55	.60
10 and over 10 .....	.30	.30	.35	.35	.40	.45	.50	.55	.60	.65	.70
15 and over 15 .....	.30	.35	.35	.35	.40	.50	.55	.60	.70	.75	.80
20 and over 20 .....	.30	.35	.35	.40	.45	.50	.60	.65	.75	.85	.90
30 and over 25 .....	.30	.35	.40	.40	.45	.55	.65	.70	.80	.90	1.00
35 and over 30 .....	.35	.40	.40	.45	.50	.55	.70	.75	.85	.95	1.05
40 and over 35 .....	.35	.40	.45	.45	.50	.60	.75	.80	.90	1.05	1.15
45 and over 40 .....	.35	.40	.45	.50	.55	.65	.80	.85	1.00	1.10	1.25
50 and over 45 .....	.35	.45	.50	.50	.60	.70	.85	.95	1.05	1.20	1.25
55 and over 50 .....	.40	.45	.50	.55	.65	.75	.90	1.00	1.15	1.30	1.45
60 and over 55 .....	.40	.45	.55	.55	.70	.80	.95	1.05	1.20	1.35	1.55
65 and over 60 .....	.40	.50	.55	.60	.70	.85	1.00	1.10	1.25	1.45	1.65
70 and over 65 .....	.40	.50	.60	.60	.75	.85	1.05	1.20	1.35	1.55	1.75
75 and over 70 .....	.40	.50	.60	.65	.75	.90	1.10	1.25	1.40	1.60	1.80
80 and over 75 .....	.40	.50	.60	.65	.80	.90	1.10	1.30	1.45	1.65	1.85
85 and over 80 .....	.40	.50	.60	.70	.80	.95	1.15	1.35	1.50	1.70	1.90
90 and over 85 .....	.40	.50	.60	.70	.85	.95	1.15	1.35	1.55	1.75	1.95
100 and over 90 .....	.40	.50	.60	.70	.85	1.00	1.20	1.40	1.60	1.80	2.00

The change above suggested will slightly raise the merchandise rates, in that commodities can be carried thirty miles for 40 cents as a minimum and 50 miles for 50 cents, instead of 60 miles and can be carried 70 miles for 60 cents instead of 80 miles. The only change in the basis and graduate is a reduction in mileage of ten miles for the respective charges.

The recommendation for making the minimum 40 cents per hundred pounds for 30 miles or under is in line with two-thirds of the States above mentioned, and is also suggested in the interest of uniformity.

We cannot pass without comparing the rates in Illinois put in force by the Commission of that State and shown in the exhibits here as being in litigation. The courts of that State held that the Commission had no authority to prescribe express rates. The Legislature immediately conferred the authority upon the Commission, whereupon it re-promulgated the previous litigated rates which are now in effect. Illinois followed largely the same lines of investigation that the Oklahoma Commission did and had our former opinion and scale of rates before them when they promulgated their rates, which is very apparent from reading the opinion in the Illinois case. It is not practical to make comparisons for exact distances inasmuch as the Oklahoma scale and the Illinois scale does not break on the same mileage.

The main question to be considered in express rates is the graduate or that portion of the charge that is assessed upon shipments weighing less than 100 pounds. This has been referred to in statement No. 3 in the compilation of the comparison of express rates throughout the United States and England which shows that this is a subject that has received much attention at the hands of regulative bodies. A graduate may be so arranged that reduction of as much as 20 per cent of the rate per 100 pounds would have no effect on the graduate and may leave the same rate applicable upon shipments less than 100 pounds. Great care was exercised by the Commission in showing the graduates in this case. It is much higher than the graduate in Illinois which is now in effect and when considered in comparison with all graduates that have been made by regulative bodies it is the most favorable of any to the carriers. Hence the change of the rate per 100 pounds merchandise suggested above from 30 cents to 40 cents for all distances up to 30 miles does not contemplate any change in the graduate other than a change of mileage as herein shown by the table.

The next page will be found a comparative table of the graduate

now in force in Illinois and the one promulgated by the Commission for Oklahoma. A careful examination of this compilation or exhibit will show that the Oklahoma rates are above the Illinois rates at all points except the 120 and 100 mile haul. Comparing the rate in Illinois at 120 miles with the rate in Oklahoma at 100 miles, the total is only 55 cents below the Illinois scale. If the mileage had been in favor of Oklahoma and 130 miles used instead of 120 miles it would show a total charge of \$12.95 or 50 cents more than the Illinois rate. In the above table the figures at the top of the page indicate specific distance at which the rates apply. The figures on the left hand side of the page indicate the weight of a package and the figures in the main body under the respective States indicate the charge which would be collected in Illinois at the present time or in Oklahoma were the Commission's rates effective.

Adding up the total mileage shown by the preceding exhibit for both Illinois and Oklahoma, it will be found that the total equals 890 miles in both States and if a package weighing the different graduates shown from 1 to 100 pounds had been moved each of the distances shown in the exhibit it would have resulted in a total charge of \$87.15 in Illinois and \$97.15 in Oklahoma indicating that the rates prescribed by the Commission in Oklahoma was 111 per cent of the rates now effective in the State of Illinois.

In statement No. 1, referred to in the first part of these findings of the compilation of express rates throughout the United States and England when the rate is 50 cents per 100 pounds, this figure is maintained for a distance of 20 miles and generally speaking an additional 10 cents is added up to a distance of 150 miles.

The rate prescribed for the transportation of money is immaterial so far as the gross proceeds of the express companies are concerned, yet, this rate could be the same as now charged by the express companies without being out of line with the rates charged in other States, and would work no material hardship upon the actual transportation of money within this State.

In the former hearing and in the former opinion much space was devoted to the discussion of milk rates. On page 10 of our former opinion in this case will be found a comparative table showing the Wells Fargo milk rate, the Rock Island, C. B. & Q, and Nebraska Commission rates, the Wisconsin Commission rates, on both milk and cream and the rates promulgated by this Commission. Our rate scheme does not contemplate making two rates, one for milk and one for cream, but follow-

ing the usage and custom of all other States, except Wisconsin, the milk and cream rate is the same. In view of the fact that the milk and cream rate prescribed by this Commission is lower than any other rate in force in this commodity, we are of the opinion that the rate known as the Rock Island, C., B. & Q. and Nebraska Commission rates, should be substituted in lieu of the rates heretofore prescribed by the Commission.

We are clearly of the opinion that the recommendations herein suggested are most liberal in view of the facts in this record. We have analyzed the earnings as submitted by the express companies without investigating the correctness of these reports. We have not the necessary funds available to make an examination of the express companies' books and have made all the findings and all the deductions in this case from statements of the express companies. However, to verify our conclusions we have submitted herewith the reasonableness of the rates from a relative standpoint, that is, the reasonableness of the rates promulgated by the Commission as compared with the rates in force by the express companies in other States where they operate under similar circumstances, and in many of which they do less express business than they do in Oklahoma. Our conclusions have been more than verified from a relative standpoint. An examination of which can be ascertained from statements 1, 2, 3, 4, and 5, hereinbefore explained.

It is therefore ordered that the foregoing analysis of the exhibits and evidence introduced by the express companies in the rehearing and the recommendations herein be transmitted to the Supreme Court as the findings of fact and recommendations of the Commission in pursuance of the order of the Supreme Court.

Oklahoma City, Oklahoma, December 26th, 1911.

(The foregoing contains additional findings of fact in support of Commissions Order Number 203.)

ORDER No. 246.

No transportation or transmission company shall charge or receive any greater compensation, in the aggregate, for transporting the same class of passengers, property, or merchandise; or for transmitting the same class of messages, over a shorter than a longer distance, on the same line in the same direction—the shorter distance being included in the longer; except where rates are named between competitive points to meet rates made via the line or lines of transportation companies whose distance is shorter between such points.

This Commission reserves the right to authorize any company to disregard the foregoing and permit them to charge such rates as may be prescribed where competition of points located without this State may make necessary the prescribing of such rates for the protection of its commerce or for special mileage tickets, special excursion or commutation rates or for special rates for services rendered to this State or to the United States or in the interest of some public object.

This order shall be in full force and effect on and after the 1st day of November, 1909, a date after publication once each week for four consecutive weeks in the Guthrie Daily Leader, a newspaper of general circulation published in the City of Guthrie, County of Logan, State of Oklahoma.

Guthrie, Oklahoma, September 24, 1909.

ORDER No. 265.

(Supplemented by Orders No. 799, 800, 808.)

It is hereby ordered, that all public service companies, both domestic and foreign, which are organized or doing business in the State of Oklahoma, under the laws or authority thereof, shall have and maintain a general office in the State of Oklahoma, in which it shall keep its books, accounts, records, vouchers, memoranda and contracts, or verified copies thereof, relating to its business in the State of Oklahoma, embracing all books, papers and contracts, or verified copies thereof, showing the amount of expenditures for road and equipment, or plant, and other property, and additions, betterments, and extensions, pertaining, or incident to all property in Oklahoma, in classified detail; and showing the amount of its revenues and operating expenses of various classes; taxes, interest, and other fixed charges, in classified detail on account of all business done in Oklahoma.

Every public service company conducting an interstate business shall segregate and classify, as far as is possible to do so, all revenues and expenses, accruing account of interstate business, from entire business. All primary accounts shall be kept in accordance with the lawfully prescribed accounting rules in effect on July 1st, 1909.

It is further ordered, that the resident agent in the State of Oklahoma designated as the person upon whom service of summons or other notice may be had for foreign corporations, as provided by the laws of said State, shall be vested with equal authority with that of a general manager of such public service company, in so far as effects service upon such agent of any process issuing by or from the Corporation Commission, and in relation to any matters to be transacted by such agent with said Commission. Such agent shall be vested with full and complete authority to act in the same capacity as would such general manager, and all foreign public service companies which are unincorporated shall designate and maintain a resident agent within the State of Oklahoma, who shall be vested with all the powers as herein provided for resident agents of foreign corporations.

It is further ordered, that every public service company doing business as such in this State shall establish the general office herein provided for at some point adjacent to its business in the State of Oklahoma, and shall, immediately after the date this order becomes effective, give notice, in writing, to the Corporation Commission of the place at which such general office is located, and shall, at the same time, give notice, in writing, to the Corporation Commission of the name, and official designation of the person or persons, officer or officers, charged with the management of such general office, and shall, from time to time, give notice, in writing, of any change of location of each general office, or of the person or persons, officer or officers, charged with the management thereof.

As used in this Order, the words—"Company," and "Public Service Company" shall include all "Transportation Companies," "Transmission Companies," "Public Service Corporations," and "Persons," as defined in each instance in Sections 18b, and 34, Article IX., Constitution of Oklahoma, or any company, corporation, trustee, receiver, or other person owning, leasing, or operating the business of any or either of same.

This Order shall be in full force and effect on and after June 1st, 1910.

Guthrie, Oklahoma, November 17, 1909.

ORDER No. 320.

All transportation, transmission, electric light, heat and power companies doing business within the State of Oklahoma, shall in their financial dealings with the public, charge and collect and receive only the amounts of their published rates or such rates as are on file with the Corporation Commission, and in the collection of such rates they shall give and make exact change with their patrons and customers.

This Order shall be in full force and effect on and after the 25th day of May, 1910, a date after publication once a week for four consecutive weeks in the Guthrie Daily Leader, a newspaper of general circulation published in the city of Guthrie, County of Logan, State of Oklahoma.

Guthrie, Oklahoma, May ,2, 1910.

ORDER No. 321.

Each express company named above, shall, on or before the date this order becomes effective, file in the office of the Corporation Commission of Oklahoma, one copy of each of the following documents, affecting the transportation of merchandise or moneys, upon, via, over, or by its lines in the State of Oklahoma.

RULE No. 1.

General and special tariffs, both local and joint, together with all effective amendments covering the handling, movements or assessment of charges on State or Interstate traffic.

RULE No. 2.

One copy of agreements, establishing traffic relations with other express lines, where such relations affect traffic originating at, or destined to a point in Oklahoma.

RULE No. 3.

One copy of each division and percentage sheet, and basis on which same are determined, covering traffic moved under documents named in Rules 1 and 2.

NOTE:—(Documents mentioned in Rules 2 and 3, need not be furnished until specifically requested by the Commission, and where

such documents are furnished within ten days after receipt of such specific request by an agent of the express companies named above, it will be considered as compliance with this order).

RULE No. 4.

One copy of circulars and orders (general), affecting the general movement, handling, and disposition of traffic, or the revenue derived therefrom.

RULE No. 5.

Also, at the time of their issuance, and before effectiveness, one copy of all documents called for in Rule 1, that may hereafter be issued. Such future issues to be filed in the office of said Commission at least ten days prior to the date of effectiveness, with the exception of documents promulgating orders of this Commission, which may be filed any time prior to the date of effectiveness of the Commission's order.

RULE No. 6.

Where documents called for in Rule 1 are issued by one of the companies named above, and other companies named above are parties thereto, only the issuing company shall be required to furnish copies.

RULE No. 7.

Where documents referred to in Rule 1 are issued by companies not named above, but affect traffic originating at or destined to points in the State of Oklahoma, located on the lines named above, such companies operating in this State so affected shall file copies of such documents with this Commission the same as though they were issued by it.

NOTE:—(Where two or more parties named above are parties to such issues, they may mutually agree that either of such companies shall furnish such documents.)

RULE No. 8.

Each of the express companies named above shall issue and post in each of their offices in the State of Oklahoma, and file in the office of this Commission, an index of tariffs which are in effect and to which it is a party, either as an initial or delivering carrier, and which in any way affect the movement, handling, or assessment of charges upon traffic moving between points within the State of Oklahoma.

Such indices shall contain the following information:

- (a) A list of all the tariffs to which the carrier is an initial carrier;

commodity tariffs to be entered alphabetically under the names of commodities or principal commodities. Following specific commodity tariffs will be entered general commodity tariffs, then class tariffs. Following each of these heads, the application of the tariff will be described, and the points or territory from and to which they apply.

(b) List of all tariffs, under which the carrier is a delivering carrier; tariffs arranged by commodities and class, as prescribed in "a."

NOTE:—Tariffs that are not joint issues, but contain rates only via line of the issuing company, shall be listed under section "a" only.

(c) Numerical list of the number of tariffs, arranged in numerical order.

(d) The indices may include list of its division sheets, official circulars, etc.

(e) If any changes are made this index shall be corrected by an amendment issued at least once each two months, and such amendment shall be arranged in the same form as the indices, and shall show the changes in tariffs. Not more than one supplement shall be in effect at any one time, such indices shall be re-issued whenever the amendment reaches or exceeds twenty-five per cent of the size of the index, and at least once each fiscal year.

(f) Each index must bear on its title page notation showing that it contains complete list of tariffs in effect on the date of its issuance, and each supplement to such index must bear on title page notation that it contains complete list of new tariffs, cancellations, and amendments in effect on the date of its issuance.

(g) When the term "tariff" is used in this order, it shall be construed as meaning: tariffs, schedules, rate sheets, or any other form of issues which names Rules, Regulations, or Rates, governing the movement, handling or assessment of charges.

Guthrie, Oklahoma, May 11, 1910.

ORDER No. 341.**RULE No. 1.**

All baggage rules and regulations of the railroad companies in effect in the State of Oklahoma on June 1, 1910, not changed by specific rules mentioned in this order, shall remain in effect until amended or superseded by this Commission.

RULE No. 2.

No railroad or railway company operating in the State of Oklahoma shall assess, charge or receive for the transportation of excess baggage any rates other than those appearing in Rule 3, without first securing the permission of the Corporation Commission therefor.

RULE No. 3.

RATES IN CENTS PER ONE HUNDRED POUNDS.

Miles	Rate	Miles	Rate	Miles	Rate
48	15	271	95	493	175
62	20	285	100	506	180
76	25	298	105	521	185
90	30	312	110	535	190
104	35	326	115	548	195
118	40	340	120	562	200
132	45	354	125	576	205
146	50	368	130	590	210
160	55	382	135	604	215
173	60	396	140	618	220
187	65	410	145	632	225
201	70	423	150	646	230
215	75	437	155	660	235
229	80	451	160	673	240
243	85	465	165		
257	90	472	170		

Where exact distance is not shown use next greater distance.

Twenty-five (25) cents shall be the minimum charge for the transportation of excess baggage.

RULE No. 5.

Compute excess baggage rates by using the mileage upon which ticket rate is figured.

RULE No. 6.

The foregoing rules will not apply upon baggage or scenery of show troupe when in special baggage cars.

Guthrie, Oklahoma, June 8, 1910.

ORDER No. 352.

All railroad and railway companies, and the Pullman company shall, on and after September 1, 1910, print, write, stamp or cut in plain, legible characters on every ticket sold to cover passage or transportation between points in the State of Oklahoma, the exact price of such service as provided for by their duly published tariffs on file in the office of this Commission; Provided, that this order shall not be construed as in effect in the case of tickets sold during a period of ten days or less, between specified points within this State, where a rate of fare lower than the regular fare between such points is made effective, and such excursion rates are advertised by posting in a conspicuous place near the ticket window notice of such rates, points between which and time during which they be effective, such notice to be kept posted while such rates are in effect.

Guthrie, Oklahoma, July 12, 1911.

ORDER No. 353.

It is therefore ordered that all steam and electric railroads and railways, all telephone, telegraph, electric light and electric power companies and all other persons affected by this order, shall, on or before the 15th day of August, (1911) put in force the said agreement which is as follows:

"All persons, firms or corporations, owning or operating telegraph or telephone lines, electric lines and electric power plants, or any other business requiring the use of wires which cross the tracks of steam or electric railroads, shall construct such wires in accordance with the following rules:

Section 1. All poles next to or on either side of such railroad tracks, which sustain wires crossing such railroad tracks, shall be sound timber, cedar or better, with not less than six inch tops, and placed in the ground to a depth of not less than five feet, of sufficient height so that the wire shall not be less than twenty-five feet above the top of the rails, after allowing for sag, well tamped, braced and guyed, except all poles already constructed which are not braced and guyed, except all poles already constructed which are not renewed, except where line is not on a tangent, in which case the same shall be properly guyed and braced within the time required in Section Five of this order.

Section 2. All new construction or reconstruction of poles next

to and on either side of such railroad tracks, which sustain wires crossing such railroad tracks, shall have a double cross arm of some standard make, to be affixed to the crossing poles with one-half inch through bolts. All cross arms to be braced with iron braces, and locust, hedge or steel pins to be used. All crossings as at present installed where cross arms are not used as provided in Section One shall be protected by double brackets of standard make attached to the pole with forty and sixty penny nails, and shall be further protected by a guard wire of not less than the size as used on the line, to be securely attached to the pole above and below the bracket. Such protection to be made within the time required by Section Five of this order.

Section 3. All such poles shall be located not more than fifty-two feet and not less than ten feet from the nearest rail of any track, and shall cross the track at right angles when practicable. Provided, that the owner of such telegraph or telephone or other wires may, for the purpose of proper clearance, be compelled to construct their wires not higher than twenty-eight feet above the top of the rails of the track, and further, that in case the wires of the railway company are higher than twenty-seven feet above the top of the rails of the track such telegraph or telephone wires may be strung under the wires of said railway company at a height of not less than twenty-five feet, allowing for sag. Provided, electric light wires carrying twenty-three hundred volts or less alternating current, or five hundred and fifty volts or less direct current, shall not be placed lower than twenty-five feet of the top of the rails, and electric wires carrying higher voltage than above specified shall not be placed nearer than thirty feet from the top of the rail, and shall have a clearance of eight feet over any telegraph or telephone wires, and all such electric light and power wires conveying a voltage of over five hundred volts shall be thoroughly insulated and protected by basket guards properly grounded at each pole.

Section 4. In all cases where any telegraph, or telephone line has been constructed across any railroad track upon a public highway, the railroad company, in case it may desire to change its lines of wire already constructed, or construct new lines, shall clear such telegraph or telephone wires not less than two feet.

Section 5. In all cases where any telegraph or telephone company shall desire to place its wires under the tracks of any railroad company, it shall, at least fifteen days before so doing serve written notice upon the agent of the railroad company at the station nearest the place where such crossing is to be made. The wires, cables, and

conduits, used in said crossing shall be placed under the tracks in such a manner as not to be exposed on the surface nearer than eight feet from either rail on either side, and in every case the wires, cables, and conduits used in said crossing shall be placed at least three feet below the bottom of the rails of the track. All work in such construction across the right of way, and placing such wires under the railway tracks shall be in the presence of and under the supervision of an authorized agent of the railway company, and railway companies are requested to have an authorized representative present to supervise such work at the time and place mentioned in the notice. All excavations or other work shall be so made and so conducted as not to interfere with the safe operation of trains over said railway tracks, and in no case shall an excavation be left open for a longer period than twelve hours, or during any part of the night time, except, the person or company making such excavation for crossing shall, at all times, have a watchman present while the same remains open.

The foregoing rules shall not apply to feed or trolley wires of an electric railway, but such wires shall be placed at least twenty-two feet above the tops of the rails of any railway crossed thereby. They shall be carried on or supported from sound cedar trolley poles with not less than seven inch tops, or suitable iron trolley poles of sufficient height and strength.

The above and foregoing rules and regulations shall be in full force after hearing and publication of order as to all new construction and reconstruction, and as to crossings now installed wherever the same does not clear twenty-three feet above the rails, and otherwise constructed as provided in this order, then such crossings shall be changed to comply with this order within four months from the promulgation of this order. The present poles may be used provided a twenty-three foot clearance can be obtained thereby.

It is so ordered.

Guthrie, Oklahoma, July 15, 1910.

ORDER No. 367.

To All Railroads:

Notice is hereby given that the following order shall be in full force and effect on and after October 15th, 1910:

(1) All Street, Electric, or Steam Railways now operating and doing business, and all Street, Electric, or Steam Railways hereafter

constructed in the State of Oklahoma, shall file with the Corporation Commission copies of original, corrected and up-to-date drawings in white or blue print, certified by the chief engineer, or any assistant engineer of such companies, showing the location of all right-of-way and station grounds, real estate, alignment and profile of road, showing Oklahoma State lines and boundaries, and county boundaries in Oklahoma, in conformity to designated mile posts, and ground plans of structures and buildings owned, and blue or white print copies of all other original drawings in any way pertinent to any property owned in the State of Oklahoma.

(2) All Street, Electric, or Steam Railway Companies operating or doing business in Oklahoma shall report to the Corporation Commission, under oath, the original cost of construction, the amounts expended for permanent additions and betterments on each individual mile of road owned in the State of Oklahoma, using, for steam railways, all road between regularly up-to-date established and designated mile posts as the unit for all calculations. All other railways shall use the mile unit.

All equipment assignable to Oklahoma shall be averaged per mile of road. All calculations to be classified in detail, in accordance with the Classification of Expenditures for road and equipment for Steam or Electric Railways, and the text pertaining thereto, as prescribed by the Corporation Commission in its Order No. 201, effective July 1st, 1909.

Wherever the original cost can not be accurately identified with any primary account named in such classification of expenditures, estimates for each such primary account may be made on a formula to be prescribed by the company making the report, and such formula or formulae shall be made a part of the report to the Corporation Commission. The original, actual cost of right-of-way and station grounds shall be shown in all such reports. Detailed reports shall be made on forms prescribed or approved by the Commission.

(3) At the end of each three (3) months, beginning with January 1st, 1911, detailed quarterly reports of the cost and location of all completed new construction, or additions and betterments, shall be made and certified by the Chief Engineer, or any Assistant Engineer of the company making such report. White or blue print copies of original drawings, showing thereon the cost of any and all such completed construction, or additions and betterments in the State of Oklahoma shall be filed with the Corporation Commission, and shall be made a part of the quarterly report named in this section.

Guthrie, Oklahoma, September 9, 1910.

Form 8

Order No. 367 is supplemented by instructions which appear on the journal of the Commission under date of April 4, 1914, and which were served on all railroads in Oklahoma.

ORDER No. 373.

The following order shall be in full force and effect:
To All Railroads:

RULE No. 1.

Each carrier shall prepare an index of all tariffs issued by it or to which it is a party which name rates applicable on interstate business within Oklahoma. Such index shall contain a list, in numerical order, of all such tariffs with an index showing pages where description of said tariff will be found. Description in alphabetical order of commodities, of all tariffs showing their application. A list, in numerical order of stations, showing at what stations such tariffs are on file.

RULE No. 2.

Each carrier shall place on file at stations all of the effective tariffs which contain rates applying to or from that station or terminal or other charges applicable at such station.

Such carriers shall, also provide at each of said stations, proper facilities for the keeping of such tariffs in ready reference order and they are hereby ordered and required to keep said files in complete and readily accessible form, and shall also provide assistance for the seekers of information contained in such tariffs and shall accord each of its inquirers opportunity to examine all or any of said tariffs without requiring or requesting the inquirer to assign any reason for such desire, such assistance to be given with all the promptness possible and consistent with proper performance of the duties devolving upon the employees designated for such service. The carriers are hereby required to furnish, upon request therefor, quotation in writing of rates via such carrier's lines, and via the line of connecting or adjoining carriers, and such quotations shall specify the current rate as in effect and filed with this Commission, and shall specifically set out any special rules or requirements governing such rate and the name and number of tariff in which said rate is quoted.

RULE No. 3.

Carriers shall be required to keep on file at some point in each

city or town of 10,000 or more inhabitants located on their respective lines, each and every tariff that names fares applicable between any points on its lines within the State of Oklahoma or upon connecting lines, when such carriers are parties to such tariffs.

RULE No. 4.

The term "carrier" as used in this order shall mean each and every railroad and railway company operating and doing business in the State.

The term "tariff" as used in this order means tariffs, schedules, rate sheets, circulars or any other document which names rules; regulations, requirements or rates governing the handling or movement of freight or passengers.

The term "station" as used in this order shall mean freight or passenger depots, warehouses or commercial offices or any point where freight is received or delivered or passenger tickets sold.

RULE No. 5.

Nothing in this order shall be construed as requiring carriers to keep freight tariffs on file at strictly passenger stations or vice versa.

Guthrie, Oklahoma, September 13, 1910.

ORDER No. 382.

To All Railroads:

On and after the date this order becomes effective the rates, rules and regulations named herein shall govern the handling of local or through shipments of freight of the class or commodity mentioned herein, over the lines of the carriers named above between points in the State of Oklahoma, and no other rates shall be assessed on such classes or commodities unless specific authority therefor is first secured from this Commission.

CORPORATION COMMISSION OF OKLAHOMA.

LOCAL AND JOINT TARIFF OF FREIGHT RATES ON CLASS AND COMMODITIES BETWEEN POINTS WITHIN THE STATE OF OKLAHOMA.

ITEM 1.

This tariff will be governed by:

(a) Rules named herein and other rules and orders of this Commission heretofore or hereafter issued.

(b) And, by the "WESTERN CLASSIFICATION No. 47" and "SUPPLEMENT No. 5" thereto, together with "SOUTHWESTERN LINES CLASSIFICATION—EXCEPTIONS AND RULES—CIRCULAR No. 3 B", and "SUPPLEMENT No. 1" thereto (other supplements to and re-issues of above named documents after same have received the approval of this Commission) when same do not conflict with Sub Item "a" above, or with the laws of this State.

NOTE:—When carriers desire to issue Supplements to or re-issues of documents named in Sub Item "b" they shall furnish this Commission with one of the Supplement or re-issue which shall clearly show all changes that are to be made and whether same is a new item, a raise or reduction from the old issue.

ITEM 2.

When a carload or less than carload commodity rate is established by this Commission it removes and supersedes the application of the class rate between the same points on that commodity in carloads or less than carloads, as the case may be.

ITEM 3.

When a carrier receives an order for a car or cars of specified minimum or carrying capacity, such as are in use on its lines, and the carrier, for its own convenience, and without the consent of the party ordering the car, furnishes car or cars of greater minimum weight or carrying capacity than ordered, the shipment must be accepted and billed by the carrier subject to the minimum weight applicable on the equipment ordered and forwarding agent shall make the following notation on Bill of Lading and Way Bill: "Car of minimum ordered"
(Properly filling in the blank space.)

Provided: If the shipper takes advantage of the circumstances and loads the car or cars in excess of the carrying capacity of the car or cars ordered, the shipment shall be delivered subject to minimum weight applicable upon car used.

ITEM 4.

Where two or more routes are available between points of origin and destination, the line or lines handling shall assess and collect charges as though the shipment had actually moved via the route via which the lowest rate could be made.

Provided: That only the line via which the lowest rate can

be made shall be compelled to accept the shipment at such rate and if it is delivered to other than the initial carrier of the lowest rate line, it shall have the option of refusing to accept the shipment at the low rate and require the shipper to sign a statement, in duplicate, that he desires shipment to move via a specific route and understands that a higher rate will be assessed for such service. One copy of the statement shall be retained in the files of the initial agent and the other attached to the Way Bill. If the initial carrier accepts shipment without requiring above statements, it shall be responsible for the application of the lowest rate.

ITEM 5.

The minimum charge on small shipments shall be :

A—or 100 pounds at the established tariff rate.

B—Should it contain two or more classes of freight, the highest rate for 100 pounds.

C—A shipment classified higher than first class, shall be charged for 100 pounds, at first class rate, unless it amounts to more at actual weight.

D—Minimum charge in all cases shall be twenty-five cents for each line handling.

ITEM 6.

All shipments shall be through billed from origin to destination and Way Bill shall show through what junctions shipments are to be moved, and full names and addresses of consignor, in consignor's column.

EXCEPTIONS TO WESTERN CLASSIFICATION.

ITEM.	LCL	CL
<p>7 AGRICULTURAL IMPLEMENTS, and parts thereof, rough or finished, Wheel-barrows, Farm Wagons, Farm Trucks, and parts thereof, Wind Mills, and parts thereof, in straight or mixed carloads; Buggies, Vehicles, Road Scrapers, Plow Single-trees, Plow Hames and Trace Chains and Gasoline Engines, may be shipped in mixed carloads with the above named articles; minimum weight 20,000 lbs.</p>		A
<p>8 CANDY, Chewing Gum, Cough Drops, Candy Drops and Confectionery N. O. S. (including Pop Corn, Confectionery and Puffed Rice Con-</p>		

ITEM.	LCL	CL
fectionery), exclusive of Sugared Pop Corn and Pop Corn Balls; minimum weight 24,000.....		4
, 9 CIRCUS OUTFITS, (not theatrical), Merry-go-Rounds, Steam Riding Galleries, Ferris Wheels, Shooting Galleries, K. D.; including power, minimum weight 20,000 lbs.		
Cars furnished by shippers		A
Cars furnished by carriers		B
Rates named above apply on single runs; no stop-overs will be allowed and all passengers will pay full fare at regular rates. No mileage will be paid on cars belonging to such show companies and carriers may require prepayment of charges.		
NOTE:—Shipments consisting of three or more cars may be handled on special rates, same to have the approval of this Commission at least five days before movement.		
10 COTTON FACTORY PRODUCTS. Cotton Fabrics (made wholly of cotton in the original piece but not finished articles ready for immediate use), packed in rolls, covered with burlap or in boxes or bales; Cotton Rope, Crash (Cotton), Cotton Twine, Ball Sewing Thread, Cotton Warp, Cotton Yarn, Compressed Felt (in batts or rolls) burlapped; Jeans with Cotton Warp and Wool or Shoddy Filling, Window Hollands and Shade Cloth, plain, uncut and undecorated, in bales or boxes; also Bags, Sacks or Bagging other than Burlap, Cotton Tweed, Central, Gunny or Jute, minimum weight, 20,000 lbs.	3	4
11 EMIGRANT OUTFITS or Household Goods, not for sale or speculation, consisting of Second-Hand articles or Household Furniture and Personal Effects which must be packed; Chests, nailed or strapped; Bedding, boxed, crated or in bales; Sewing Machines, boxed or crated, Clothing, Musical Instruments and Books, boxed or in barrels, Property of intending Settler, such as Tools and Implements of Calling (not including machinery driven by other than horse or foot power, except agricultural implements); Second-Hand Store		

ITEM.	LCL	CL
<p>Fixtures for Merchants, Second-Hand Vehicles (other than self-propelling, Hearses or similar Vehicles), Live Stock, not to exceed ten head, Trees, Shrubby, Lumber, Shingles, Fence Posts, One Portable House, Seeds for Planting, Feed for Live Stock while in transit; the value of each article which is declared by shipper not to exceed \$15.00 per 100 lbs. and live stock whose valuation do not exceed the following: Horses or Mules, \$100.00; Cows, \$30.00; Hogs, \$10.00; Sheep or Goats, \$5.00. Where a declared value exceeds the above an addition of 10 per cent will be made to the rate named herein. Shipments shipped as per above and so noted on shipping order..... Shipments N. O. S.</p>		<p>B A</p>
<p>12 FENCE POSTS, Iron or Steel, minimum weight, 36,000 lbs.</p>		<p>B</p>
<p>13 FURNITURE, All kinds, with minimum weights as follows: Cars 36 ft. 6 in. in length and under.....12,000 lbs. Cars 36 ft. 7 in. to 37 ft. 6 in.....12,360 lbs. Cars 37 ft. 7 in. to 38 ft. 6 in.....12,720 lbs. Cars 38 ft. 7 in. to 39 ft. 6 in.....13,080 lbs. Cars 39 ft. 7 in. to 40 ft. 6 in. (Standard Boxes) .....13,500 lbs. Cars 39 ft. 7 in. to 40 ft. 6 in. (Furniture Equipment) .....16,500 lbs. Cars 40 ft. 7 in. to 45 ft. 6 in.....18,000 lbs. Cars 45 ft. 7 in. to 50 ft. 6 in.....20,000 lbs. NOTE:—Furniture cars are those 8 ft. 6 in. and over in height. Dimensions shown above are for inside length measurements.</p>		
<p>14 JUNK: Bones, Hoofs, Horns, Bottles (Old empty, that have been used and moved by collectors of junk); Cotton Tie Clippings, Broken Glass, Glue Stock, Oil Press Cloth (old and discarded), Old Rubber and Rope, Paper Scrap (O. R. Fire), Scrap Metal (such as of old Strings, Rope, Bagging, Bags and Cloth Ends), Straight or mixed carloads; minimum weight, 30,000 lbs.....</p>		<p>E</p>

ITEM.	LCL	CL
15 PLOW PARTS: Plow Points, Plow Iron, Bottoms, Shares, Lays, Wings or Mould Boards and Iron Scooters, in kegs, barrels or casks, or in bundles securely fastened	3	
16 ROOFING: Asbestos, Asbestos Cement, Roofing, Felt, Roofing Paper, Building Paper and Roofing Cement (Granite and Tar), straight or mixed car-loads, minimum weight, 30,000 lbs.....		A
17 SASH WEIGHTS, Iron, Steel or Lead, minimum weight, 30,000 lbs.		D
18 STORE FIXTURES AND STOCKS OF MERCHANDISE, including Second-Hand Vehicles. The above to cover merchants moving their entire business from town to town, minimum weight, 30,000 lbs. The value of each article of which is declared by shipper not to exceed \$50.00 per 100 lbs., and so noted on shipping order.....		3
N. O. S.		1
19 WIRE: (Iron or Steel), Poultry Netting, Woven Wire Fence and Woven Wire Concrete reinforcements, in rolls, Wire Fence Gates, Barbed Wire and Fence Wire Stretchers, Lifters and Twisters, in boxes or barrels, minimum weight, 30,000 lbs....	4	A
20 OIL WELL SUPPLIES; including Iron Pipe, minimum weight, 30,000 lbs.		A

CLASS RATES

ITEM 31

Miles—	1	2	3	4	5	A	B	C	D	E
5	13.0	10.8	9.1	7.0	6.0	5.7	5.0	4.3	3.5	2.5
10	15.0	12.4	10.4	8.2	7.0	6.7	5.7	4.9	4.0	2.9
15	17.0	14.0	11.7	9.4	8.0	7.7	6.4	5.5	4.5	3.3
20	19.0	15.6	13.0	10.6	9.0	8.7	7.1	6.0	5.0	3.7
25	20.5	16.9	14.3	11.5	9.8	9.4	7.7	6.5	5.5	4.0
30	22.0	19.2	15.0	12.4	10.6	10.1	8.3	7.0	6.0	4.3
35	23.5	19.5	16.0	13.3	11.4	10.8	8.9	7.5	6.3	4.6
40	25.0	20.8	17.0	14.2	12.2	11.5	9.5	8.0	6.6	4.9
45	26.5	22.1	18.0	15.1	13.0	12.2	10.1	8.5	6.9	5.2
50	28.0	23.4	19.0	16.0	13.8	12.9	10.7	9.0	7.2	5.5
55	29.5	24.7	20.0	16.9	14.6	13.6	11.2	9.5	7.5	5.8
60	31.0	16.0	21.0	17.8	15.4	14.3	11.9	10.0	7.8	6.1
65	32.5	27.3	22.0	18.7	16.2	15.0	12.5	10.5	8.1	6.4
70	34.0	28.6	23.0	19.6	17.0	15.7	13.1	11.0	8.4	6.7
75	35.5	29.9	24.0	20.5	17.8	16.4	13.7	11.5	8.7	6.9
80	37.0	31.2	25.0	21.4	18.6	17.1	14.3	12.1	9.0	7.1
85	38.5	32.5	26.0	22.3	19.4	17.8	14.9	12.5	9.3	7.3
90	40.0	33.8	27.0	23.3	20.2	18.5	15.5	13.0	9.6	7.5
95	41.5	35.1	28.0	24.1	21.0	19.2	16.1	13.5	9.9	7.7
100	43.0	36.4	29.0	25.0	21.8	19.9	16.7	14.0	10.2	7.9
105	44.5	37.7	30.0	25.9	22.6	20.6	17.3	14.5	10.5	8.1
110	46.0	39.0	31.0	26.8	23.4	21.3	17.9	15.0	10.8	8.3
115	47.5	39.8	32.0	27.4	23.9	21.8	18.3	15.3	11.0	8.5
120	48.0	40.6	32.7	28.0	24.4	22.3	18.7	15.6	11.2	8.7
125	49.0	41.4	33.4	28.6	24.9	22.8	19.1	15.9	11.4	8.9
130	50.0	42.2	34.1	29.2	25.4	23.3	19.5	16.2	11.6	9.1
135	51.0	43.0	34.8	29.8	25.9	23.8	19.9	16.5	11.8	9.3
140	52.0	43.8	35.5	30.4	26.4	24.3	20.3	16.8	12.0	9.5
145	53.0	44.6	36.2	31.0	26.9	24.8	20.7	17.1	12.2	9.7
150	54.0	45.4	36.9	31.6	27.4	25.3	21.1	17.4	12.4	9.9
155	55.0	46.2	37.6	32.2	27.9	25.8	21.5	17.7	12.6	10.1
160	56.0	47.0	38.3	32.8	28.4	26.3	21.9	18.0	12.8	10.3
165	57.0	47.8	39.0	33.4	28.9	26.8	22.3	18.3	13.0	10.5
170	58.0	48.6	39.7	34.0	29.4	27.3	22.7	18.6	13.2	10.7
175	59.0	49.4	40.4	34.6	29.9	27.8	23.1	18.9	13.4	10.9
180	60.0	50.2	41.1	35.2	30.4	28.3	23.5	19.2	13.6	11.1
185	61.0	51.0	41.8	35.8	30.9	28.8	23.9	19.5	13.8	11.3
190	62.0	51.8	42.5	36.4	31.4	29.3	24.3	19.8	14.0	11.5
195	63.0	52.6	43.2	37.0	31.9	29.8	24.7	20.1	14.2	11.7
200	64.0	53.4	43.9	37.6	32.4	30.3	25.1	20.4	14.4	11.9
210	65.5	54.6	44.9	38.4	33.2	31.0	25.7	21.0	14.8	12.2
220	67.0	55.8	45.9	39.2	34.0	31.7	26.3	21.5	15.2	12.5
230	68.5	57.0	46.9	40.0	34.8	32.4	26.9	22.0	15.6	12.8
240	70.0	58.2	47.9	41.8	35.6	33.1	27.5	22.5	16.0	13.1
250	71.5	59.4	48.9	42.6	36.4	33.8	28.1	23.0	16.4	13.4
260	73.0	60.6	49.9	43.4	37.2	34.5	28.7	23.5	16.8	13.7
270	74.5	61.8	50.9	44.2	38.0	35.2	29.3	24.0	17.2	14.0
280	76.0	63.0	51.9	45.0	38.8	35.9	29.9	24.5	17.6	14.3
290	77.5	64.2	52.9	45.8	39.6	36.6	30.5	25.0	18.0	14.6
300	79.0	65.4	53.9	46.6	40.4	37.3	31.1	25.3	18.4	14.9
310	80.0	66.2	54.6	47.2	40.9	37.8	31.5	25.8	18.7	15.1
320	81.0	67.0	55.3	47.8	41.4	38.3	31.9	26.1	19.0	15.3
330	82.0	67.8	56.0	48.4	41.9	38.8	32.3	27.4	19.3	15.6
340	83.0	68.6	56.7	49.0	42.4	39.3	32.7	26.7	19.6	15.7
350	84.0	69.4	57.4	49.6	42.9	39.8	33.1	27.0	19.9	15.9
360	85.0	70.2	58.1	50.2	43.4	40.3	33.5	27.3	20.2	16.1
370	86.0	71.0	58.8	50.8	43.9	40.8	33.9	27.6	20.5	16.2
380	87.0	71.8	59.5	51.4	44.4	41.3	34.3	27.9	20.8	16.5
390	88.0	72.6	60.2	52.0	44.9	41.8	34.7	28.2	21.1	16.7
400	89.0	73.4	60.9	52.6	45.4	42.2	35.1	28.5	21.4	16.9
410	90.0	74.2	61.6	53.2	45.9	42.8	35.5	28.8	21.6	17.1
420	91.0	75.0	62.3	53.8	46.4	43.3	35.9	29.1	21.8	17.3
430	92.0	75.8	63.0	54.4	46.9	43.8	36.3	29.4	22.0	17.5
440	93.0	76.6	63.7	55.0	47.4	44.3	36.7	29.7	22.2	17.7
450 and over	94.0	77.4	64.4	55.6	47.9	44.8	37.1	30.0	22.4	17.9

Rates named in the above table are in cents per 100 pounds unless otherwise shown.

Where exact distance is not shown, use next greater distance.

COMMODITY RATES

ITEM 22

Miles—	Ice L. C. L. See Item No. 24	Broom Corn C. L. See Item No. 25	Grain Products L. C. L. See Item No. 26	Horses and Mules C. L.—in Dollars and Cents per standard car. See Item No. 27
5	2.8	6.5	5.0	10.00
10	3.1	8.0	6.0	12.00
15	3.4	9.5	7.0	14.00
20	3.7	10.8	8.0	15.00
25	4.	12.0	9.0	16.00
30	4.2	13.0	10.0	17.00
35	4.4	14.0	11.0	18.00
40	4.6	15.0	12.0	19.00
45	4.8	16.0	13.0	20.00
50	5.0	17.0	14.0	21.00
55	5.2	17.8	15.0	21.90
60	5.4	18.6	16.0	22.80
65	5.6	19.4	17.0	23.70
70	5.8	20.2	18.0	24.60
75	6.0	21.0	18.8	25.50
80	6.2	21.7	19.6	26.25
85	6.4	22.4	20.4	27.00
90	6.6	23.1	21.2	27.75
95	6.7	23.8	22.0	28.50
100	6.8	24.5	22.8	29.25
105	6.9	25.1	23.4	29.93
110	7.0	25.7	24.0	30.65
115	7.1	26.3	24.6	31.35
120	7.2	26.9	25.2	32.05
125	7.3	27.1	25.8	32.75
130	7.4	27.6	26.4	33.40
135	7.5	28.1	27.0	34.05
140	7.6	28.6	27.6	34.70
145	7.7	29.1	28.2	35.35
150	7.8	29.6	28.8	36.00
155	7.9	30.1	29.3	36.60
160	8.0	30.6	29.8	37.70
165	8.1	31.1	30.3	37.80
170	8.2	31.6	30.8	38.40
175	8.3	32.1	31.3	39.00
180	8.4	32.5	31.8	39.50
185	8.5	32.9	32.3	40.00
190	8.6	33.3	32.8	40.50
195	8.7	33.7	33.3	41.00
200	8.8	34.1	33.8	41.50
210	9.0	34.7	34.6	42.30
220	9.2	35.8	35.4	43.10
230	9.4	36.7	36.2	43.90
240	9.6	37.6	37.0	44.70
250	9.8	38.5	37.8	45.50
260	10.0	39.2	38.3	46.20
270	10.2	39.9	38.8	46.90
280	10.4	40.6	39.3	47.60
290	10.6	41.3	39.8	48.30
300	10.8	42.0	40.3	49.00
310	11.0	42.6	40.8	49.60
320	11.2	43.2	41.3	50.20
330	11.4	43.8	41.8	50.80
340	11.6	44.4	42.3	51.40
350	11.8	45.0	42.8	52.00
360	12.0	46.0	43.3	52.50
370	12.2	46.5	43.8	53.00
380	12.4	47.0	44.3	53.50
390	12.6	47.5	44.8	54.00
400	12.8	48.0	45.3	54.50
410	13.0	48.4	45.8	55.00
420	13.2	49.2	46.3	55.50
430	13.4	49.6	46.8	56.00
440	13.6	50.0	47.3	56.50
450 and over	13.8	50.0	47.8	57.00

Rates named in the above table are in cents per 100 pounds, unless otherwise shown.

Where exact distance is not shown, use next greater distance.

ITEM 23.

The rates named in Items 21 and 22 are for application on shipments moving over one line of railroad or over two or more lines of railroad which are either directly or indirectly under the same management and control. Through joint rates for the transportation of shipments over two or more lines of railroad which are not directly or indirectly under the same management and control shall be made by adding to the rates mentioned in lines 21 and 22, the following arbitrary figures, observing combination of local rates as maximum:

	1	2	3	4	5	A	B	C	D	E
A	9	8	7	6	5	5	4	4	3	2.5
B	14	13	11	10	8	8	6	6	5	5.
C	18	17	15	14	11	11	8	8	7	7.

	Ice.	Broom Corn.	Grain Pdts.	Horses and Mules.
A	2.5	5	5	\$ 8.00
B	5.	8	9	12.00
C	7.	11	14	16.00

The above named arbitraries are in cents per 100 pounds, except on horses and mules which are quoted in dollars and cents per car, and apply as follows:

“A”—Over two lines not under the same management and control, either directly or indirectly.

“B”—Over three lines.

“C”—Over four or more lines.

ITEM 24.

The rates mentioned in Item 22 as applying on Ice, will apply on shipments of Ice in carload lots with a minimum weight of 30,000 lbs. per car.

ITEM 25.

Rates mentioned in Item 22 as applying on Broom Corn will apply on shipments in carload lots with a minimum weight of 16,000.

ITEM 26.

Rates named in Item 22 as applying on Grain Products will apply on shipments of Bran, Chop Feed, Corn Meal, Flour, Grain, Screenings, Ground Feed, Oat Dust, Oat Hulls, Shorts, Hominy and Grits, in barrels, boxes or cloth sacks, in shipments of less than carload lots.

ITEM 27.

The rates named in Item 22 as applying on Horses and Mules will apply on shipments of Horses, Mules, Jacks and Jennies in straight or mixed carloads in dollars and cents per Standard car.

A "Standard Car" shall be considered as either a common or palace car, 32 feet to and including 33 ft. 11 in. in length, inside measurement, and cars other than of this size shall take the following percentage of the rates named in Item 22 as applying on Horses and Mules.

Less than 32 feet	96 per cent.
36 ft. 7 in. and over 33 ft. 11 in.	105 per cent.
38 ft. and over 36 ft. 7 in.	108 per cent.
40 ft. and over 38 ft.	111 per cent.
42 ft. and over 40 ft.	120 per cent.
44 ft. and over 42 ft.	130 per cent.
Over 44 ft.	155 per cent.

ITEM 28.

Shipments of Horses and Mules may be stopped once in transit to finish loading or unloading at a charge of \$5.00 per car. Such stops shall be limited to 24 hours each.

ITEM 29.

The rates named in Items 22 and 27 as applying on shipments of horses and mules include the following transportation for care-takers or attendants:

- A. One to five cars, one man each way.
- B. Six to ten cars, two men each way.
- C. Eleven or more cars, three men each way.
- D. Return transportation must be used within fifty days after cars arrive at destination.
- E. Carriers need not transport women or incompetent persons as care-takers or attendants of Horses and Mules.
- F. Return passes will only be issued to those who actually accompany the shipment from origin to destination, and the carriers may adopt reasonable means for the identification of such parties.

ITEM 30.

It is hereby ordered and directed that the railways and railroads named above shall prepare joint rates and publish necessary tariffs to carry out the provisions of this order. Two copies of such tariff shall be filed with the Commission for the account of each and every road named herein and one copy shall be posted in each freight office of each and every carrier named herein in this State, at least ten days prior to the effectiveness of this order.

This case will be held open on the docket of this Commission so that if carriers fail to agree on a division of revenue on joint line shipments moving under this order, this Commission can direct the basis for such adjustment.

ITEM 31.

It is hereby ordered and directed that in the preparing and publishing of necessary tariff to carry out this order, the following formation shall be followed:

First: A table of contents.

Second: An index of commodity rates carried in tariff.

Third: An index of the exceptions to the Western Classification which are printed in the tariff.

Fourth: An index showing commodity rates carried in other tariffs applicable between points in this State, such index to show the number of the tariff in which said rates are carried, and if they be rates applying only between certain points, a full description of the application shall be given directly following the index.

Fifth: Index showing specific rates applying on specific commodities and between specific points and which are carried in this tariff.

Sixth: Special rules contained in the tariff covering the use and application of same.

Seventh: Exceptions to the Classification as printed in this issue.

Eighth: Class and commodity rates built upon a mileage scale.

Ninth: Basis for two or more line haul.

Tenth: Specific rates which may apply on specific commodities, or between specific points.

If it is desired by the carriers, the exceptions to the Western Classification set out in the foregoing part of this order may be printed in a tariff as a Supplement to the regular exceptions, and in that event the third and seventh requirements above may be omitted.

ITEM 32.

It is hereby ordered and directed that in the publishing of tariff and future Supplements to carry out this or other orders of this Commission, there shall at no time be more than two effective Supplements to same, and further, when such Supplements exceed one-half of the size of the original tariff, such tariff shall be re-issued.

Guthrie, Oklahoma, October 1, 1910.

ORDER No. 518.

Cause No. 1417.

To All Railroads:

It is hereby ordered that the following changes, corrections and additions be made in this Commission's Order No. 382:

Cancel the governing clause of Order 382 which reads:

"On and after the dates this Order becomes effective * * *, etc., and insert in lieu thereof the following:

"It is hereby ordered that on and after the effectiveness of this Order no railroad or railway named above shall assess or collect a greater rate for the shipment of the commodities provided for herein between points on their lines in this State than is provided herein and, in so far as they are applicable, the rules and regulations named herein shall govern the handling and assessment of charges upon such commodities between points in the State of Oklahoma and otherwise to be governed by rules heretofore or hereafter issued by this Commission."

Cancel Items Nos. Two, Three, Four and Six.

Change rating shown in Item No. Nine reading as follows:

"Cars furnished by shipperA
Cars furnished by carriersB."

To read as follows:

"Cars furnished by carriersA
Cars furnished by shipperB."

Add to said Order:

ITEM No. 141½.

On Petroleum Oil and its products, as described in approved issue of "The Western Classification," and Supplements thereto, fourth class rate.

Add to Item No. 27:

"The rates named herein, as applicable on shipments of horses and mules, are predicated upon the basis of the value of said animals not exceeding \$200.00 each. The carriers may require a statement from the consignor as to the value of said animals and if the value so stated exceeds \$200.00 per animal the carrier may assess a rate of ten (10) per cent of the rate per car for each one hundred (100) per cent or fraction thereof, of additional declared value of said stock. On mixed shipments the relative proportion only of the animals valued in excess of \$200.00 per head shall be assessed the additional rate, but such higher valued animals shall by the shippers, be securely separated from the other animals in the car."

Item No. 74 of Rule Circular No. 3 E. may be cancelled, so far as its application in the State of Oklahoma is concerned, providing the carriers substitute in lieu thereof a rule in said Rule Circular No. 3 E., or in Rule Circular No. 4, permitting the return of shipments to the original point of origin at one-half the tariff rate when such shipments have not left the possession of the carrier, and a further rule providing that agricultural implements may be forwarded to points in Oklahoma for repair at the regular tariff rates and when returned to such original shipping point after repair, one-half tariff rate shall apply.

(The carriers may demand an affidavit from the party repairing the shipment that the identical article [including repairs, changes and improvements] is being returned.)

All parts and portions of Orders which have heretofore been issued by this Commission naming and providing less than carload rates, other than in Order 382, are hereby cancelled and set aside and such rates will hereafter be made as provided in Order 382 as amended.

Dated Oklahoma City, Oklahoma, this 14th day of September, 1911.

ORDER No. 590.

Cause No. 1584.

To All Railroads:

Notice is hereby given that the following Order shall be in full force and effect on and after the 14th day of May, 1912:

Amend the Commission's Order No. 382 by adding thereto the following:

ITEM No. 8½.

Cider and vinegar in wood, glass or stone in straight or mixed carloads, minimum weight 30,000 pounds, Class "B."

Dated May 2nd, 1912, Oklahoma City, Oklahoma.

ORDER No. 428.

P. O. 83.

In Re Proposed Order No. 83 to all corporations, firms, individuals, or municipalities operating Pipe Lines or Distributing Systems for oil, gas, or water in public service within the State of Oklahoma.

All corporations, firms, individuals, or municipalities operating Pipe Lines or Distributing Systems for oil, gas, or water in public service within the State of Oklahoma for hire or for monetary consideration shall on or before the first day of March, 1911, furnish to the Corporation Commission of Oklahoma a map or plat, or maps or plats, showing each and every main or lateral line owned by such corporation, firm, individual or municipality; the same to show the length and size of each main or lateral line and the cost thereof with all appurtenances thereto, including all incidentals, contraction and laying of same; and shall also furnish, with such map or plat, schedules and complaints, information showing rates charged for piping oil, gas, or water between points reached by such pipe lines or distributing systems and their charges for service in distributing such oil, gas, or water. It is further ordered that no such corporation, firm, individual or municipality engaged in piping or distributing oil, gas or water, shall increase the rates for such service now in effect without first having made application to and secured permission therefor from the Commission.

ORDER No. 429.

Proposed Order No. 81.

In Re Proposed Order No. 81, To all Telephone Companies operating in the State of Oklahoma and to all whom it may concern.

It is ordered that the following rules, regulations and requirements be observed by all telephone companies such as are herein

designated and all companies of the same class and character as may hereafter be formed.

All telephone companies or combinations of telephone and telegraph companies, individually owned telephone systems, mutual or partnership telephone lines or systems, all designated hereinafter as "Each Operating System" shall file in the office of the Corporation Commission such information as is required by the following rules:

Rule No. 1. Each Operating System shall file a correct and complete schedule of charges (rates) made for service for Local Subscriber's Stations, for all classes of service, rendered within the corporate or natural limits of any city, town, village or community in which such system is operating.

Rule No. 2. Each Operating System shall file a correct and complete schedule of all Long Distance or Toll charges or rates for all points on its system together with information in detail as to how such charges or rates are based.

Rule No. 3. Each Operating System shall file a schedule of charges made for individual or party line Rural Subscribers, also a schedule of switching charges for Rural lines.

Rule No. 4. Each Operating System shall, when issuing a telephone directory, print in a conspicuous part of such directory the rates for local subscribers stations toll rates to the principal points on its system for each exchange.

Rule No. 5. Each Operating System shall file in the office of the Commission a copy of the by-laws under which its system is operating and shall notify the Commission in writing of any change of principal officers of the system at any time.

Rule No. 6. Each Operating System shall notify the Commission of the purchase or sale of any operating property at the time of the purchase or sale.

Rule No. 7. Each Operating System shall report to the Commission semi-annually, beginning June 30th, 1911, the extent and cost of all improvements and betterments made in each city, town, village, or community in which it is operating, and shall include in such report an accurate description of said extensions or betterments so that same may be shown on a map of such city, town, village or community.

Rule No. 8. Each Operating System shall report any serious loss of property, or interruption in the service caused by Fire, Wind, Sleet or other causes, within ten (10) days after such loss or interruption,

shall immediately report serious or fatal accidents to persons and how caused.

Rule No. 9. Each Operating System shall, between the first and tenth of each month, keep an accurate record of the number of local subscribers' calls per hour for the twenty-four hours of any day selected between the above mentioned dates, for each and every exchange connected with its system, and shall file a copy of such record in the office of the Commission not later than the fifteenth day of the same month.

This Order shall be in full force and effect on and after the 15th day of January, 1911, and thereafter until otherwise ordered by the Commission.

ORDER No. 437.

Cause No. 1162.

To All Railroads:

You and each of you are hereby notified that the following order shall be in full force and effect on and after the 18th day of February, 1911:

On and after the date this order becomes effective, the rates, rules and regulations named herein shall govern the handling of local or through shipments of the commodities named herein, over the lines of the carriers named above, between points in the State of Oklahoma. The rates named herein shall be considered maximum rates, and no higher rates shall be assessed on such commodities unless specific authority is first secured from the Commission.

CORPORATION COMMISSION OF OKLAHOMA.

LOCAL AND JOINT TARIFF OF FREIGHT RATES ON CALVES, CATTLE, GOATS, SHEEP AND HOGS BETWEEN POINTS WITHIN THE STATE OF OKLAHOMA.

This order will be governed by rules and regulations heretofore or hereafter issued by this Commission, where same do not conflict with the rules named herein.

ITEM No. 1.

Rates named in Item No. 4 will apply on shipments of "live stock in condition for slaughter," as follows:

Cattle, straight carloads, minimum weight, 22,000 pounds.

Hogs, in double-deck cars, minimum weight, 24,000 pounds.

Sheep and goats, straight or mixed carloads, in double-deck cars, minimum weight, 24,000 pounds.

Calves, in single-deck cars, minimum weight, 18,000 pounds.

Calves, in double-deck cars, minimum weight, 24,000 pounds.

ITEM No. 2.

Rates named in Item No. 5 will apply on shipments of live stock as follows:

Hogs, sheep or goats, straight or mixed carloads, single-deck cars, minimum weight, 17,000 pounds.

NOTE:—Rates apply on sheep and goats when in “condition for slaughter” only .

ITEM No. 3.

Mixed carload shipments of any or all of the live stock mentioned in this order may be made at the highest charge that would be applicable upon any one class of said live stock in said mixed shipment, if it were forwarded in straight carload lots in a similar car. Where partitions are necessary in such mixed carload shipments, they shall be provided by the shipper and installed by him at his own risk.

Rates shown are in cents per hundred pounds.

When exact distance is not shown use next greater distance.

Miles	Item No. 4	Item No. 5	Miles	Item No. 4	Item No. 5
10	5.5	6.2	220	18.8	21.7
15	6.0	6.0	230	19.2	22.2
20	6.5	7.2	240	19.6	22.7
25	7.0	7.7	250	20.0	23.2
30	7.5	8.2	260	20.4	23.7
35	8.0	8.7	270	20.8	24.2
40	8.5	9.2	280	21.2	24.7
45	9.0	9.7	290	21.6	25.2
50	9.5	10.2	300	22.0	25.7
55	9.9	10.6	310	22.3	26.1
60	10.3	11.0	320	22.6	26.5
65	10.7	11.4	330	22.9	26.9
70	11.1	11.8	340	23.2	27.3
75	11.5	12.2	350	23.5	27.7
80	11.8	12.6	360	23.8	28.1
85	12.1	13.0	370	24.1	28.5
90	12.4	13.4	380	24.4	28.9
95	12.7	13.8	390	24.7	29.3
100	13.0	14.2	400	25.0	29.7
110	13.5	14.9	410	25.2	30.0
120	14.0	15.6	420	25.4	30.3
130	14.5	16.3	430	25.6	30.6
140	15.0	17.0	440	25.8	30.9
150	15.5	17.7	450	26.0	31.2
160	16.0	18.3	460	26.2	31.5
170	16.5	18.9	470	26.4	31.8
180	17.0	19.5	480	26.6	32.1
190	17.5	20.1	490	26.8	32.4
200	18.0	20.7	500 and over	27.0	32.7
210	18.4	21.2			

ITEM No. 6.

When carrier receives an order for a car or cars of specified minimum or carrying capacity, such as are in use on its line, and the carrier, for its own convenience and without the consent of the party ordering the car, furnishes car or cars of a greater minimum weight or carrying capacity than ordered, the shipment must be accepted and billed by the carrier subject to the minimum weight applicable on the equipment ordered, and forwarding agent shall make the following notation on bill of lading and way bill: "Car of _____ minimum ordered" (properly filling in the blank space).

Provided—If the shipper takes advantage of the circumstances and loads the car or cars in excess of the carrying capacity of the car or cars ordered, the shipment shall be delivered subject to minimum weight applicable upon the car used.

NOTE:—It is not to be construed from the above or anything in this order, that carriers shall be compelled to furnish double-deck cars for the movement of any of the live stock named herein, but when such double-deck cars are available, they shall be furnished when ordered.

ITEM No. 7.

Where two or more routes are available between point of origin and destination, the line or lines handling shall assess and collect charges, as though the shipment had actually moved via the route via which the lowest rate could be made.

Provided—That only the line via which the lowest rate can be made shall be compelled to accept the shipment at such rate, and if it is tendered to other than the initial carrier of the lowest rate line, such carrier shall have the option of refusing to accept the shipment at the low rate, and require the shipper to sign a statement in duplicate that he desires shipment to move via a specific route and understands that a higher rate will be assessed for such service. One copy of the statement shall be retained in the files of the initial agent, and the other attached to the way bill. If the initial carrier accepts shipment without requiring above statement, it shall be responsible for the application of the lowest rate.

ITEM No. 8.

All shipments shall be through-billed from origin to destination, and the way bill shall show through what junctions shipments are to be moved, and full name and address of consignor, in consignor's column.

ITEM No. 9.

The rates named in Items 4 and 5 are for application on shipments moving via one line of railroad or via two or more lines of railroad, which are either directly or indirectly under the same management and control. Through joint rates for the transportation of shipments via two or more lines of railroad, which are not directly under the same management and control, shall be made by using the rates shown in items 4 and 5 for the continuous mileage, as provided in Item No. 7, from origin to destination, and adding the following arbitrary figures, observing combination of local rates as maximum. To rates shown in Item No. 4 add two and one-half (2.5) cents. To rates shown in Item 5 add three (3) cents.

ITEM No. 10.

The rates named herein apply on shipments in standard cars. A "standard car" shall be considered as either a common or palace car, 36 ft. 6 inches in length, inside measurements, and cars other than this size shall take the following percentage of the minimum weights herein:

- Less than 36 feet 6 inches, 96 per cent.
- 38 feet and over 36 feet 6 inches 104 per cent.
- 40 feet and over 38 feet, 108 per cent.
- 42 feet and over 40 feet, 112 per cent.
- Over 42 feet, 120 per cent.

ITEM No. 11.

Shipments of live stock named herein may be stopped once in transit to finish loading at a charge of \$5.00 per car. Such stop must be directly intermediate between point of origin and destination and shall be limited to twenty-four hours.

ITEM No. 12.

The rates named herein include the following transportation for caretakers and attendants: One car, one man, one way; two to five cars, two men, each way; 11 or more cars, three men each way; where two or more cars reach the market on the same train, which are from the same shipper, a return pass shall be issued to the attendants to the point nearest the market from which either of said cars originated.

Carriers need not transport women or incompetent persons as caretakers or attendants.

Return passes will only be issued to those who actually accompany the shipments from origin to destination, riding on the same train with such shipments and the carriers may adopt reasonable means for the identification of such parties.

ITEM No. 13.

Rates on live stock named herein, other than "live stock in condition for slaughter" will be made by freight ascertaining rate on such live stock in condition for slaughter as provided herein, and deducting twenty (20) per cent therefrom, observing rate shown in Items Nos. 4 and 5 for ten miles as minimum.

ITEM No. 14.

Cars furnished for loading animals named in Items 1, 2, 3 and 13 shall be properly bedded by the carriers providing same before being placed for loading.

ITEM No. 15.

All rates on live stock named herein in effect between points in this State on February 4, 1911, that are lower than the rates named herein for distances over ten miles shall remain in effect as maximum rates to be charged between said points until the 4th day of August, 1911, unless otherwise ordered by this Commission.

ITEM No. 16.

It is hereby ordered and directed that the railways and railroads named above shall prepare joint rates and publish necessary tariffs to carry out the provision of this order. Two copies of such tariff shall be filed with the Commission for the account of each and every road named herein, and one copy shall be posted in each freight office of each and every carrier named herein, in this State, prior to the effectiveness of this order.

This case will be held open on the docket of this Commission, so that if carriers fail to agree on a division of the revenue on joint line shipments moving under this order, this Commission can direct the basis of such adjustment.

ITEM No. 17.

Rates named in this order, as stated above, are maximum rates, and if any of the carriers promulgate rates applicable between two points in this State lower than the rates provided for herein, copies

of such rates shall be posted in their freight offices and filed with this Commission before effectiveness.

Oklahoma City, Oklahoma, February 4, 1911.

ORDER No. 519.

Cause No. 1417.

To All Railroads:

It is hereby ordered that the following changes, corrections and additions be made in this Commission's Order No. 437:

Cancel Items Nos. Six, Seven and Eight.

Cancel the first paragraph of Item No. 12 and insert in lieu thereof the following:

"The rates named herein include the following transportation for caretakers and attendants:

One car, one man one way.

Two to four cars, one man each way.

Five to ten cars, two men each way.

Eleven or more cars, three men each way.

Where two or more cars, from the same shipper, reach the market on the same train, a return pass shall be issued to the attendant to the point nearest the market from which either of said cars originated."

Add to the Order:

"ITEM No. 18.

The rates named in this Order are predicated upon animals of the following valuation:

Steers	\$75.00
Cows	50.00
Calves	20.00
Sheep or goats	7.00
Hogs	15.00

The carriers may require a statement from the consignor as to the value of said animals and if the value so stated exceeds the figures named above, the carriers may assess a rate of ten (10) per cent of

the rates per 100 pounds named herein, upon the same kind of animals, for each additional one hundred (100) per cent, or fraction thereof, of the valuation in excess of the figures named above. On mixed shipments the relative proportion only of the animals valued in excess of the figures shown above shall be assessed the additional rate, but such higher valued animals shall, by the shippers, be securely separated from the other animals in the car."

Add to the Order:

"ITEM No. 19.

The following charges may be assessed on shipments stopped in transit for dipping: Provided, such dipping is not done by the carriers, or no revenue, either directly or indirectly accrues to such carrier from such shipping service:

One Car	\$4.00
Two Cars	3.50 per car
Three Cars	3.25 per car
Four Cars	3.00 per car
Five Cars	2.50 per car."

Effective September 30th, 1911.

Dated at Oklahoma City, Oklahoma, this 14th day of September, 1911.

ORDER No. 440.

Cause No. P. O. 72.

To All Railroads:

Notice is hereby given that the following order shall be in full force and effect on and after the 23rd day of March, 1911, a date after publication once a week for four consecutive weeks in the Daily Oklahoman, a newspaper of general circulation, published in Oklahoma City, County of Oklahoma, State of Oklahoma:

No railroad or railway company operating or doing business in the State of Oklahoma shall assess or collect for the services enumerated herein a greater charge than provided herein, without first securing the authority of the Commission therefor.

This order will be governed by rules and regulations heretofore or hereafter issued by the Commission where same do not conflict with rules named herein.

ITEM No. 1.

The charges in dollars and cents per car for switching cars shall be as follows:

1½ miles and less	\$2.00
2½ miles and over 1½ miles	2.35
3½ miles and over 2½ miles	2.70
Over 3½ miles	3.00

ITEM No. 2.

Rates shown in Item No. 1 shall include the handling of a car loaded in one direction and empty in the opposite direction. When a car is loaded in both directions the charges mentioned in Item No. 1 shall be applied for both such movements.

ITEM No. 3.

Charges shown in Item No. 1 as switching charges are to cover the service performed by a carrier in switching cars between industries located upon its own line and the track connection with said carrier from which said loaded car is received or to which said loaded car is delivered. The distance to be figured from the head block of the connecting line switch between said carriers to the point at said industry where cars are most frequently placed.

ITEM No. 4.

Where the use of an intermediate carrier is necessary in switching between industries on one road and track connection on another, such intermediate carrier shall assess and receive \$2.00 per car, if the car be loaded in one direction and empty in the other, and \$2.00 per car each way if the car be loaded in both directions, for such service. If more than one intermediate carrier is used each of such intermediate carriers shall assess and collect this charge.

ITEM No. 5.

Inter-city switching service shall be performed between switching limits by all carriers in any city or town and such carriers shall interchange such shipments between themselves and shall assess and collect for such service, the following charges:

For placing an empty car to be loaded for inter-city switching service, the carrier placing the empty car shall receive \$1.50. For the movement of the loaded car charges shall be assessed as per Items

1 and 3. (The charge for placing empty car shall be assessed regardless of whether an empty is in place or whether an actual movement is necessary.)

The line furnishing the car shall assess a rental charge for the use of said car of \$1.00 per day with a minimum of \$3.00 with the understanding that said carriers shall be permitted but six hours for the movement of said car from the time they are notified that it is ready for movement until it is placed at the proper point of destination and accessible for unloading and any additional time used by the carriers shall not be charged as rental.

In so far as is applicable Orders 167, 168 and 169 heretofore issued by this Commission shall govern inter-switching service.

ITEM No. 6.

The switching limits of all carriers at all points in the State of Oklahoma shall not be shortened from what they were on the 27th day of February, 1911, without first securing the approval of this Commission.

ITEM No. 7.

All switching charges that were in effect on the 27th day of February, 1911, which would make a lower rate than the use of the provisions mentioned in this order, shall remain in effect until the 27th day of August, 1911, unless sooner cancelled by authority of this Commission.

ITEM No. 8.

The rates, rules and regulations named herein shall be considered as maximum rates and the carriers may at any time reduce these charges by filing tariffs at their freight stations and with this Commission prior to effectiveness.

ITEM No. 9.

Railroad companies shall maintain at all points where switching is necessary, adequate force and equipment to perform such service with reasonable dispatch. Live stock and perishable freight shall be given preference in switching at all times but no undue discrimination must be practiced between other classes of freight whether being switched for connecting line or by carrier for its own line.

ITEM No. 10.

This case will be held open on the docket for the purpose of regulating the division of rental charges between the carriers on

inter-switching service where said carriers cannot agree between themselves and for the purpose of issuing rules relative to the question of absorbing charges on live stock if the carriers do not voluntarily make proper provisions covering same.

ITEM No. 11.

Each carrier mentioned above shall file in the office of this Commission on or before the 1st day of April, 1911, a list showing rates held in effect by Item No. 7.

Oklahoma City, Oklahoma, February 28, 1911.

ORDER No. 501.

Cause No. 1358.

To All Railroads:

Notice is hereby given that the following Order shall be in full force and effect on and after the 24th day of July, 1911:

RULE No. 1.

When a carload or less than carload commodity rate is established, it shall remove and supersede the application of class rates between the same points on such commodity in carload or less than carloads, as the case may be.

RULE No. 2.

When a carrier receives an order for a car or cars of specified minimum or carrying capacity such as are commonly in use on its line, not specifically devoted to some other service, and the carrier, for its own convenience and without the consent of the party ordering the car, furnishes a car or cars of a greater length or carrying capacity than ordered, the shipment must be accepted and billed by the carrier subject to the minimum weight applicable on the equipment ordered and the forwarding agent shall make the following notation on the Bill of Lading and Way Bill:

“Car subject to minimum weight of.....pounds ordered.”

Provided: If the shipper takes advantage of the larger car and loads same in excess of the carrying capacity of the equipment ordered, the shipment shall be delivered subject to the minimum weight applicable upon the equipment used.

RULE No. 3.

Where two or more routes are available between point of origin and destination, the line or lines handling shipments between such points shall assess and collect charges as though the shipment had actually moved via the route via which the lowest rate could be made.

Provided: That only the line via which the lowest rate can be made shall be required to accept the shipment at such rate and if it is tendered to other than the initial carrier of the lowest rate line such carrier shall have the option of refusing to accept the shipment at the low rate and if the consignor insists upon routing via that line such carrier must accept the shipment but shall be entitled to charge the regular rate applicable via the line the shipment is routed but before accepting such shipment such carrier shall require the consignor to sign a statement in duplicate, one copy to be maintained in such agent's files, and the other to accompany the shipment to destination, and such statement shall read as follows:

"To the..... Railroad Company:

Understanding that the rate on the shipment to-day tendered you by the undersigned, destined to..... is higher if routed via your line than if shipment was tendered to another carrier at this point, I hereby authorize you to forward this shipment via the routes shown below and assess freight charges in accordance with the legal tariffs via that route.

....."
(Signature.)

If the initial carrier accepts without requiring the above statement it shall be responsible for the application of the lowest rate to destination.

Note:—Where, under the above, one or more carriers meet the rate of one or more other carriers, between competitive points, it will not have the effect of maintaining such rate at intermediate points but such rates shall be considered for such longer or higher rate line as a terminal rate.

RULE No. 4.

All carload shipments shall be weighed at least one time, if a track scale is located on the line of shipment between point of origin and destination, and the gross, tare and net weight shall be shown on the Way Bill.

RULE No. 5.

No charges shall be assessed or collected on that portion of a shipment which is not delivered to the consignee.

RULE No. 6.

All shipments shall be billed from point of origin to final destination and the original Way Bill or an exact copy thereof must be in the hands of the delivering agent before charges are assessed and collected from consignee. Such Way Bill shall show the name and address of consignor, through what junctions shipments are to be moved, at what point carload shipments were weighed and a complete description of the property transported.

RULE No. 7.

The delivering agent shall issue to consignees an expense bill or receipt for all shipments and the same shall show the original point of origin, the consignor, consignee, weight, rate and charges, and if any charges appear upon the expense bill other than straight freight charges they shall be fully and definitely explained and in case of carload shipments the car number in which shipment is delivered and the numbers of any and all cars from which said shipment may have been transferred enroute must be shown upon the expense bill.

All Orders or parts of Orders heretofore issued by this Commission which in any way conflict with the rules named herein are hereby cancelled and superseded by this Order, the Commission reserving the right to relieve carriers, consignors or consignees of any hardships caused by the enforcement of these rules either before or after the occurrence.

Dated Oklahoma City, Oklahoma, July 2nd, 1911.

ORDER No. 502.

Cause No. 1351.

To the: Atchison, Topeka and Santa Fe Railway Company; Chicago, Rock Island & Pacific Railway Company; Clinton & Oklahoma Western Railway Company; Ft. Smith & Western Railroad Company; Gulf, Colorado & Santa Fe Railway Company; Kansas City, Mexico & Orient Railway Company; Kansas City Southern Railway Company; Midland Valley Railroad Company; Missouri, Kansas & Texas Railway Company; Missouri, Oklahoma & Gulf Railway Company; Oklahoma Central Railway Company; St. Louis & San Francisco Railroad Company; St. Louis, El Reno & Western Railway

Company; St. Louis, Iron Mountain & Southern Railway Company; Wichita Falls & Northwestern Railway Company.

It is ordered, that on and after the 31st day of July, 1911, no railroad or combination of railroads doing business in the State of Oklahoma shall charge, assess or collect a greater rate for the shipment of the commodities named herein than are herein provided, and that the following rules in so far as they are applicable shall govern the handling and assessment of charges upon such commodities between points in the State of Oklahoma on the lines of the railroads and railways named above.

ITEM No. 1.

Miles	Column		Miles	Column	
	1	2		1	2
5	25	21	160	130	110
10	31	26	170	135	115
15	37	31	180	140	119
20	42	36	190	145	123
25	47	40	200	150	127
30	51	43	210	154	131
35	55	47	220	158	134
40	59	50	230	162	138
45	63	54	240	166	141
50	67	57	250	170	145
55	71	60	260	174	148
60	75	64	270	178	151
65	79	67	280	182	155
70	82	70	290	186	158
75	85	72	300	190	162
80	88	75	310	194	165
85	91	77	320	198	168
90	94	80	330	203	173
95	97	82	340	206	175
100	100	85	350	210	179
110	105	89	360	214	182
120	110	93	370	218	185
130	115	97	380	222	189
140	120	102	390	226	192
150	125	106	400	230	195

ITEM No. 2.

Rates named in Column 1 of Item 1 shall apply upon carload shipments of coal and coke.

ITEM No. 3.

Rates named in Column 2 of Item 1 shall apply upon shipments of slack coal in carload lots.

ITEM No. 4.

Slack coal shall be considered as any and all coal that will pass through a bar screen with bars one and five-eighths inches apart, or through a round hole two and one-half inches in diameter. All other coal shall move under the designation of coal and coke.

ITEM No. 5.

The minimum weight upon carload shipments of the commodities

named herein shall be the marked capacity of the car except when cars are loaded to their full visible capacity actual weight, but not less than 30,000 lbs. shall govern.

ITEM No. 6.

Rates named in Columns One and Two of Item One are for application over one line or two or more lines which are under the same management and control either directly or indirectly; in making joint rates over two or more lines not directly or indirectly under the same management and control add 15c per ton shipments moving via two lines and 20c per ton for shipments moving via three or more lines.

ITEM No. 7.

Where shipments are re-consigned either before or after reaching the first destination and such re-consignment causes a movement of over three hundred miles from point of origin to final destination, 2c per ton for each ten miles or fraction thereof in excess of three hundred miles shall be added to the rates named in Columns One and Two of Item One.

ITEM No. 8.

The railways and railroads named herein shall prepare and publish joint tariff to carry out the provisions of this order. One copy of such tariff shall be filed at each freight depot of each and all of the carriers named herein and two copies for account of each carrier named herein shall be filed with this Commission.

This Commission reserves the right to direct the basis for revenue divisions wherever carriers fail to agree.

ITEM No. 9.

All Orders or parts of Orders heretofore issued by this Commission which in any way conflict with the rules named herein are hereby cancelled and superseded, the Commission reserving the right to relieve the carriers, consignors or consignees of any hardships caused by the enforcement of the rules named herein either before or after movement.

In connection with the above Order it has been represented to the Commission that, without detriment to the consumers of the State, a simplified adjustment of group rates on coal can be inaugurated, and pending the establishment of such rates on a group basis the carriers may observe the present voluntary rates as a maximum, but refunds

shall be made on the basis of the rates contained in the above recommendation and are hereby made effective as of the date of the said original Order, to-wit: the 30th day of July, A. D., 1911; tariff under this Order to become operative as to the various lines when the schedule of rates is printed and filed with the Commission.

Further, it being made to appear to this court by written representation of the Corporation Commission that there is now pending and under consideration a simplified adjustment of group rates on coal, at the suggestion and recommendation of said Commission, pending the establishment of such rates on such basis, the carriers may observe their voluntary rates as a maximum, but refunds shall be made on the basis of the above stated rates.

Effective July 31, 1911.

ORDER No. 670.

In re application of shippers and carriers for a group basis for application of rates on Coal and Coke from various producing fields in Oklahoma. No. 1694.

It is hereby ordered that Commission's Order No. 502, promulgating rates on Coal and Coke as amended by the Supreme Court of the State of Oklahoma shall be amended so as to provide:

ITEM No. 10.

The rates named in Item No. 1 shall be applied from basing points specified below to all points in the State of Oklahoma.

ITEM No. 11.

Group No. 1 shall comprise all mines located in Coal County and the rate from such mine shall be ascertained by applying the mileage from Lehigh, Oklahoma.

ITEM No. 12.

Group No. 2 shall comprise all mines located in Okmulgee County and the rate from such mines shall be ascertained by applying the mileage from Henryetta, Oklahoma.

ITEM No. 13.

Group No. 3 shall comprise all mines in Rogers and Tulsa Counties

and the rate from such mines shall be ascertained by applying ten miles in excess of the mileage from Tulsa, Oklahoma, observing the actual mileage to the following destination as maxima.

From mines on the M., K. & T. to Tulsa and destinations on the M., K. & T. and the St. Louis, Iron Mountain & Southern east of Tulsa.

From the mines on the St. Louis & San Francisco to Tulsa and destinations on the M., K. & T., St. Louis, Iron Mountain & Southern and Frisco east of Tulsa.

From mines on the A., T. & S. F. to Tulsa and destination on the A., T. & S. F. north of Tulsa and that portion of the M., K. & T. basing thereon.

ITEM No. 14.

Group No. 4 shall comprise all mines located in Pittsburg and Latimer Counties as below described:

All mines on and tributary to the C., R. I. & P. railroad between Dodds, Oklahoma, and Panola, Oklahoma, and on the Ardmore branch south to and including Reynolds, Oklahoma:

All mines on and tributary to the M., K. & T. Railway between Reynolds and Mekko, Oklahoma, and points east and west of North McAlester on the Wilburton branch;

The rates from the foregoing mines shall be ascertained by applying the lowest rate from the use of the following base points plus the arbitrary added thereto:

McAlester plus twelve and seven-tenths (12.7) miles;

North McAlester, plus thirteen and seven-tenths (13.7) miles;

Reynolds, plus twenty-seven and three-tenths (27.3) miles;

Wilburton, plus twenty (20) miles;

Except that actual mileage shall apply between points within the group, and:

Except that actual mileage rate plus ten (10) cents per ton shall be observed as a maximum to all destinations within thirty miles of the group.

ITEM No. 15.

Group No. 5 shall comprise all mines on the C., R. I. & P. railroad east of Panola, Oklahoma, and the St. Louis & San Francisco

Form 9

Railroad in LeFlore County and the rate from such mines shall be ascertained by using mileage from Wister, Oklahoma, plus six miles, observing as a maximum a rate of ten cents per ton higher than rates applicable from points specified in Item No. 14.

ITEM No. 16.

Group No. 6 shall comprise all mines in LeFlore and Haskell Counties on lines other than the C., R. I. & P. and the rates from such mines shall be ascertained by using actual mileage from the mine to destination, observing as a maxima ten cents per ton higher than rates applicable from points specified in Item No. 14 to the following territory:

All points on and west of the main line of the Rock Island, Terral to Chickasha, both inclusive; thence following the line of the Frisco, all points on and west thereof, Chickasha to Oklahoma City, inclusive; thence following the line of the M., K. & T. all points on and north thereof, Oklahoma City to Shawnee; thence following the line of the A., T. & S. F., all points on and west thereof, to the Kansas border.

ITEM No. 17.

If the use of the above groups causes an overlapping of any mine into two or more groups, the lowest rate applicable by the use of any group shall apply.

ITEM No. 18.

The railway and railroads named herein shall prepare and publish joint tariffs to carry out the provisions of this order.

Such tariff shall carry an index similar to that now provided in Oklahoma Mileage Tariff No. 1.

Such tariff shall show the rate on both lump and slack coal and coke, from each group provided above to each and every station in the State of Oklahoma.

Such tariff shall be filed under the requirements of the Commission's Order No. 198 on or before the 15th day of February, 1913, unless an extension of time be granted by the Commission upon application filed prior to the 10th day of February, 1913.

The above order is issued as a supplement to Order No. 502, heretofore issued, and should be used as a basis in applying the mileage shown in Item No. 1 of that order and supersedes Order No. 502 to the extent of cancelling the requirement that rates shall be figured upon actual mileage from point of origin to final destination.

If this order is superseded, through an appeal to the Supreme Court, the requirement for the application of actual mileage as provided in Order No. 502 shall not be superseded or cancelled, but the same shall go into effect as soon as the carriers can publish tariffs and in no case later than the 15th day of February and shall remain in effect until the Supreme Court shall have passed upon the order hereinbefore made or until same is amended or superseded by this Commission.

Oklahoma City, February 4, 1913.

ORDER No. 503.

Cause No. 1350.

IT IS HEREBY ORDERED, That on and after the 24th day of July, 1911, the railroads and railways named above shall not assess or collect a greater rate for the shipment, in carload lots, of the commodities named herein between points on their lines in this State than provided herein and that, in so far as they are applicable, the rules and regulations named herein shall govern the handling and assessment of charges upon such commodities between points in the State of Oklahoma and otherwise to be governed by rules heretofore or hereafter issued by this Commission.

ITEM No. 1.

Miles	Column 1	Column 2	Column 3	Miles	Column 1	Column 2	Column 3
5	4.5	3.5	4.	155	12.	10.	11.6
10	4.5	3.5	4.3	160	12.5	10.5	11.6
15	4.5	4.	4.6	165	12.5	10.5	12.
20	5.	4.5	4.9	170	12.5	11.	12.
25	5.	4.5	5.2	175	12.5	11.	12.4
30	5.5	5.	5.5	180	12.5	11.	12.8
35	6.	5.	5.8	185	12.5	11.	12.8
40	6.5	5.5	6.1	190	13.	11.5	12.8
45	6.5	5.5	6.4	195	13.	11.5	13.2
50	7.	5.5	6.7	200	13.	11.5	13.2
55	7.	6.	7.	210	13.	11.5	13.5
60	7.	6.	7.3	220	13.	11.5	13.8
65	7.	6.	7.6	230	13.5	11.5	14.1
70	7.	6.5	7.9	240	13.5	11.5	14.4
75	7.	6.5	8.2	250	13.5	12.	14.7
80	8.	7.	8.4	260	13.5	12.	15.
85	8.	7.	8.6	270	13.5	12.	15.3
90	8.5	7.	8.8	280	13.5	12.	15.6
95	8.5	7.	9.	290	14.	12.	15.8
100	9.	7.	9.2	300	14.	12.5	16.1
105	9.	7.	9.6	310	14.	12.5	16.3
110	9.5	7.5	9.6	320	14.5	12.5	16.5
115	9.5	7.5	10.	330	14.5	12.5	16.7
120	10.	8.	10.	340	15.	13.	16.9
125	10.	8.	10.4	350	15.	13.5	17.1
130	10.5	8.5	10.4	360	15.5	13.5	17.3
135	10.5	9.	10.8	370	15.5	14.	17.5
140	11.5	10.	10.8	380	15.5	14.	17.7
145	11.5	10.	11.2	390	16.	14.	17.9
150	12.	10.	11.2	Over 390	16.	14.5	18.

When exact distance is not shown, use next greater distance.

ITEM No. 2.

Rates named in Column One of Item One apply on shipments of Buckwheat, Buckwheat Flour, Cracked Wheat, Cerealine (except Brewers'), Crushed Wheat, Farina, Farinose, Pancake Flour, Pearl Barley, Prepared Flour, Rolled Wheat, Rye Flour, Wheat, Wheat Chops, Wheat Flour and Chicken Feed made of grain and seed only.

ITEM No. 3.

Rates named in Column Two of Item One apply to Alfalfa Meal, Alfalfa Feed Mixtures, Barley, Bran, Brewers' Cerealine, Brewers' Grits, Brewers' Meal, Brewers' Malt, Brewers' Grist, Chopped Feed (other than wheat chop), Corn, Corn Flour, Corn Germ, Corn Germ Meal, Corn Meal, Gluten Feed, Gluten Meal, Grain Screenings, Grits, Hominy, Hominy Feed, Gluten Meal, Kaffir Corn, Maize, Middlings, Oats, Oat Dust, Oat Flake, Oat Groats, Oat Hulls, Oat Meal, Rolled Oats, Rolled Rye, Rye, Shorts and Speltz.

ITEM No. 4.

Rates named in Column Three of Item One apply on Hay (Prairie, Timothy or Alfalfa), Straw and Corn Husks.

ITEM No. 5.

Rates on the following commodities will be made by adding three (3) cents per one hundred pounds to the rates named in Column One of Item One: Broom Corn Seed, Castor Beans, Flax Seed, Hemp Seed, Hungarian Seed, Millet Seed, Pop Corn, Alfalfa Seed, Linseed Cake, Linseed Meal and Sorghum Seed.

ITEM No. 6.

The rates named in Column One to Three inclusive, of Item One are for application on shipments moving via one line or via two or more lines which are directly or indirectly under the same management and control. For shipments moving via more than one line not under the same management and control add the following arbitraries:

	2 lines.	3 lines.
Commodities named in Item 2	2½	use two line rate
Commodities named in Item 3	2	plus local for
		each add. line.
Commodities named in Item 4	3	5
Commodities named in Item 5	4	6
Observing combination of local rates as maximum.		

Note:—Where switching service is necessary at a stopping or transit point, switching charges shall be assessed as per Order 440 and such service shall not be considered as forming a two-line haul.

ITEM No. 7.

Minimum weights on commodities mentioned herein shall be as follows:

(a) Hay, Straw or Shucks, cars to be loaded to actual visible loading capacity, minimum weight of 17,000 pounds to be assessed.

(b) Grain Products and Mixtures named in (a) Item Nine, 24,000 lbs.

(c) Commodities named in Item Five, Oats, Barley, Alfalfa Meal, Alfalfa Feed Mixtures and Kafir Corn, 30,000 pounds.

(d) Wheat, Rye and Corn, marked capacity of car.

Provided:—When cars are loaded to actual visible loading capacity or to marked load limit actual weight, but not less than 30,000 pounds shall govern.

ITEM No. 8.

Cars must not be loaded in excess of ten per cent of their marked capacity and if cars are loaded in excess of this limit, carriers may transfer the over-load to a second car, the minimum weight to be applied on the entire shipment to be the marked capacity of the car in which shipment was originally loaded and for such transfer service the carriers may assess the actual cost plus ten per cent, which shall follow as charges against the shipment.

ITEM No. 9.

Commodities mentioned in this Order may be shipped in mixed carloads subject to the following provisions:

(a) Grain, Grain Products and Seeds, all or all but one of the commodities to be in sacks or packages, subject to carload rates applicable to each commodity contained in the car on the actual weight of such commodity, provided, that when such cars do not contain the minimum the deficiency shall be charged for at the rate applying on the commodity taking the lowest rate.

Provided:—That not more than 33 1/3% of the weight shall be grain, and if in excess of this amount of grain is shipped in such mixed car, charge shall be made for the Grain Products at the mini-

mum car weight and the Grain shall be charged for at the actual carload rate at actual weight.

(b) Coarse grains consisting of Barley, Corn, Kafir Corn, Oats, Rye and Wheat may be shipped in mixed carloads, sacked or in bulk, at the highest rate and minimum weight applicable on any commodity contained in the car.

Provided:—If shipped in bulk, bulk heads or partitions shall be provided by or at the expense of the shipper and such shipments shall be at the owner's risk of mixing.

ITEM No. 10.

Commodities mentioned in Items Two to Five inclusive, may be stopped in transit as per the conditions hereafter mentioned and re-forwarded at the through rates applicable from point of origin to final destination, provided such shipments are tendered at such stopping point within one year from the date they were received at such stopping or milling points.

RULE No. 1.

(a) One stop in transit shall be allowed at a point on the line of the carrier originating the shipment or the next connecting carrier for the purpose of inspection, weighing, cleaning, clipping, shelling, sacking, mixing, grading and storing.

(b) In addition to the privilege granted in (a) one stop may be allowed for the privilege of milling.

Note:—See Rule No. Six, relative to reconsigning.

RULE No. 2.

A daily record shall be kept by operators of elevators, mills, etc., of all articles entitled to the privilege shown above unloaded into and out of such elevators, mills, etc., and such record shall include in and out-bound tonnage received by rail, water, wagon or other means.

RULE No. 3.

The record of such tonnage as maintained by such elevators, etc., shall be in such manner as to permit a check of same and the carriers mentioned above, either separately or jointly shall have the authority to appoint inspectors who shall be permitted to check such statements at such times during reasonable business hours as they deem necessary, and it shall be the duty of such inspectors when making such

checks to cancel all billing in excess of tonnage in such elevator, etc., at the time such check is made and in making such cancellations they shall cancel the oldest unexpired billing first proportionately between the different lines interested.

RULE No. 4.

Where a transit point is located at the junction of carriers, billing shall be interchanged by such carriers as though shipment was moving through, but an outbound shipment from such a junction point cannot be composed of shipments received at such junction point via the lines of more than one carrier. Where a shipment arrives via the line of one road and after receiving transit privileges is forwarded via the line of another carrier from such junction, the agent of the line bringing the shipment to such transit point shall certify to the agent of the forwarding carrier, a copy of the whole or such part of the inbound bill as may be requested by the shipper, and the forwarding carrier shall then issue new Bill of Lading treating the shipment as though it was billed through from the original point of origin.

RULE No. 5.

Where a shipment from transit point, either a junction or local, is not sufficient to make up the required minimum carload weight, sufficient tonnage may be added to maintain such minimum and the flat carload rate from transit point to final destination shall be applied on such additional tonnage.

RULE No. 6.

Transit privileges provided herein shall be permitted whether shipments move origin to transit point and then either in a forward direction or in the direction of, to or beyond the point of origin and the rate shall be assessed by figuring the mileage from actual point of origin to final destination.

Provided:—That where the combination on the shipment before and after transit privilege exceeds 350 miles that in addition to the regular mileage rate five mills per ton per mile shall be added for each mile in excess of 350 miles if the shipment has not moved from original point of origin to final destination on a direct haul in one direction.

Note:—Reconsigning rules mentioned in this Commission's Order No. 170 shall govern this Order with the exception of an additional charge on hauls over 350 miles in lieu of 450 miles as stated

in Order No. 170 and such reconsigning, where cars are not opened at reconsigning points, shall not be considered as being granted privileges mentioned in (a) and (b) of Rule One.

RULE No. 7.

When shipments are tendered to carriers at transit points shippers shall also present to the agent expense bills covering in-bound tonnage in order to secure advantages of the transit rate and out-bound shipments may be composed of parts of one or more cars of in-bound shipments where all of such in-bound shipments came to transit via the line of the one carrier.

RULE No. 8.

Transfer of tonnage is permissible but the same must be by formal assignment or order and not by endorsement in blank. The freight bills must be representative of the property. Tonnage may be transferred from one elevator, etc., to another elevator, etc., and the freight bills therefor must show such transfer. The records must always be so maintained so that the actual movement of the grain may be traced.

RULE No. 9.

Shipments must be made from transit points within twelve months as per pair freight bill from the time received at transit stations. If held longer than twelve months the freight bills will be cancelled and no transit privilege permitted on same.

RULE No. 10.

When cars contain mixed lots the forwarding agent at milling stations must take up freight bills representative of each kind of article loaded in order to apply transit rate on such shipments.

RULE No. 11.

Where shipments reach transit point via a line not having trackage connection with the elevator, etc., to which shipment is consigned and it is necessary to switch same via another line, regular switching charges shall be assessed for such movement and the movement via such line or lines shall not be considered as causing a two or more line haul.

RULE No. 12.

When corn in the shuck or on the cob is shipped into the transit point for shelling or milling, transit privilege shall be permitted on

but 80 per cent of the in-bound weight, the 20 per cent being allowed as the weight of the cobs and shucks, and in reckoning the charges the in-bound charges shall be reduced ten (10) per cent.

Example:—30,000 pounds in-bound—permit transit privilege on 24,000 pounds and assess charges on 27,000 pounds in-bound.

RULE No. 13.

When transit privileges are accorded shipments of feed or other mixtures of grain and grain products with or without alfalfa in-bound expense bills surrendered, must be representative of the actual out-bound shipment in exact percentage proportion, and the shipper must so certify to the agent at Transit Station by signed declaration on the back of expense bills, indicating the percentage of the constituent parts of the out-bound mixture.

For illustration:—If an out-bound shipment aggregating 60,000 pounds contain 60 per cent corn and 40 per cent alfalfa in-bound expense bills must be surrendered for 36,000 pounds of corn and 24,000 pounds of alfalfa.

ITEM No. 11.

The railways and railroads named herein shall prepare and publish joint tariffs to carry out the provisions of this Order and such tariffs shall be filed with each agent and two copies for the account of each carrier named herein shall be filed in the office of this Commission.

The Commission reserves the right to direct the basis for revenue divisions whenever carriers fail to agree.

ITEM No. 12.

All Orders or parts of Orders heretofore issued by this Commission which in any way conflict with the rules named herein are hereby cancelled and superseded, the Commission reserving the right to relieve the carriers, consignors or consignees of any hardships caused by the enforcement of the rules and regulations named herein either before or after movement.:

ORDER No. 505.

Cause No. 1397.

In the matter of Proposed Order No. 94 to the Moss Brewing Company; New State Brewing Association; Oklahoma City Ice & Cold Storage Company; Peoples Ice & Fuel Company; Western Ice Company; Center Freeze Ice Company; Crystal Ice Company; Steffens & Bretch Ice and Ice Cream Company.

The proposed Order herein was issued for the purpose of requiring all parties delivering ice in Oklahoma City to secure a permit from the Corporation Commission before any manufacturer or ice producer can sell or deliver ice to such parties for local distribution in Oklahoma City.

At the hearing most of the ice companies above mentioned were represented. No objections being offered to the proposed Order, the final Order is hereby issued.

It is ordered that the Moss Brewing Company, the New State Brewing Association, the Oklahoma City Ice & Cold Storage Company, the Peoples Ice & Fuel Company, the Western Ice Company, the Center Freeze Ice Company, the Crystal Ice Company, and Steffens & Bretch Ice and Ice Cream Company shall not deliver ice to any person to be delivered for local consumption in Oklahoma City, who shall not have a permit issued by the Corporation Commission to such person.

That permits authorizing any person to deliver ice locally in Oklahoma City shall be issued without charge to any one that may apply. The only qualification for such permit is honesty. This will be presumed by the Commission until the contrary is shown by the holder of such permit in delivering ice.

Such permits are subject to be revoked by the Commission upon the holder thereof wilfully delivering a less quantity of ice to consumers than the amount paid for, that is approximately less—a variation of two or three pounds either way on a 25 pound block; three or four pounds on a 50 pound block; or four or five pounds on an 100 pound block will not be considered a violation of this Order.

That said permits may also be revoked by the Holder thereof wilfully tearing from coupon books more coupons than the amount of ice delivered.

No ice manufacturer or distributor in Oklahoma City shall em-

ploy any person to deliver ice directly or indirectly to any person for distribution who has one in their employ delivering ice that does not have a permit above described.

That in the event a permit is revoked, or an employe resigns, or it is necessary to hire new men, the ice company may employ any person not heretofore having had a permit for forty-eight hours; that such person within such period of forty-eight hours must apply to the Commission for a permit.

That each manufacturer or dealer in ice must supply all men delivering ice for them with a badge, the number thereon to correspond with the number of the permit held by such parties.

Each wagon shall be supplied with a pair of accurate scales and upon the request of any customer, the ice must be weighed, and the amount thereof reported to the purchaser.

This order shall be in full force and effect on and after the 6th day of August, 1911.

Oklahoma City, Oklahoma, July 27th, 1911.

ORDER No. 507.

(See also Order 510.)

Cause No. 1383.

Proposed Order No. 91 in this case was issued for the purpose of investigating the different rules and regulations of the carriers and the charges assessed on private cars and on special baggage cars to ascertain if it would not be more convenient to establish uniform rules and regulations for this service throughout the State.

To All Railroads:

You are hereby notified that the following Order will be in full force and effect on and after the 15th day of August, 1911.

ITEM No. 1.

No railroad or railway company named herein shall assess or collect a greater charge for the movement or storage of passengers or baggage cars than named herein.

ITEM No. 2.

The rates and charges named herein shall cover the movement of passenger cars which shall include coaches, Pullmans, tourist Pullmans, private passenger cars and combination passenger and baggage cars. Carriers shall not be required to furnish passenger cars for the exclusive use of passengers but the rates and rules named herein shall govern when such parties arrange for their cars. Nothing contained herein shall be construed as compelling the carriers to furnish special baggage cars when the service is such that parties may be accommodated in the regular baggage cars on the regular trains.

ITEM No. 3.

The rates named herein for private cars will cover the transportation of employees of regularly chartered cars such as conductors, cooks, porters, etc., but not private servants.

ITEM No. 4.

Special passenger and baggage cars shall be moved by the carrier, subject to the rules named herein, at the following rates:

	No. Adult Tickets	No. Passenger Cars	No. Baggage Cars	Charge in Cents per Mile for Baggage Cars	Mini- mum Charge
A	10	0	1	25	15.00
B	10	0	2	50	30.00
C	10	0	3	75	45.00
D	18	1	0	0	25.00
E	18	1	1	12½	25.00
F	18	1	2	25	40.00
G	18	1	3	37½	55.00
H	25	1	1	0	25.00
I	25	1	2	0	40.00
J	25	1	3	0	55.00
K	50	2	1	0	50.00
L	50	2	2	0	50.00
M	50	2	3	0	65.00
N	75	3	1	0	75.00
O	75	3	2	0	75.00
P	75	3	3	0	75.00

ITEM No. 5.

The carriers may make such rules requiring special cars operated over the lines to be properly equipped and pass the same inspections as regards safety as are required of their own cars

ITEM No. 6.

Baggage cars will not be furnished at the rates named herein unless the number of tickets required are purchased for use between the same points. The tickets may be so arranged as to cover advance agents, not to exceed five for each twenty-five people, and where the carrier, for its own convenience, forwards baggage cars on one train and the

passengers on another, tickets may be so arranged as to permit a reasonable number of employees to accompany the baggage cars.

ITEM No. 7.

When special baggage cars are furnished it should be understood that the loading and unloading is to be done by the parties owning the property within the cars.

ITEM No. 8.

Private passenger and baggage cars shall be permitted to remain at destinations twenty-four hours without assessment of storage charges. For the second and third twenty-four hour periods one dollar shall be assessed and collected, for each twenty-four hours or fraction thereof thereafter a charge of two dollars for each twenty-four hours or fraction thereof shall be assessed.

ITEM No. 9.

This Order shall not be construed as covering private cars which are used for commercial purposes at destination.

The Commission reserves the right to relieve carriers or other parties of any hardships caused by the enforcement of the Order, either before or after movement and also to approve such additional rules as carriers may request covering the subjects embraced herein.

All Orders or parts of Orders heretofore issued which in any way conflict with this Order are hereby cancelled.

Dated at Oklahoma City, Oklahoma, this 31st day of July, 1911.

ORDER No. 510.

(Supplementing Order 507.)

Cause No. 1383.

To All Railroads:

You are hereby notified that the following order will be in full force and effect on and after the 1st day of September, 1911.

ITEM No. 1.

Cancel Item No. 4, Order No. 507, and substitute therefor the following:

—Column Nos.—						
1	2	3	4	5	6	7
A	10	10	1	1	0	*\$15.00
B	10	10	2	2	0	*30.00
C	10	10	3	3	0	*45.00
D	25	00	1	0	1	25.00
E	25	10	2	1	1	40.00
F	25	10	3	2	1	55.00
G	50	00	1	0	2	50.00
H	50	00	2	0	2	50.00
I	50	10	3	1	2	65.00
J	75	00	1	0	3	75.00
K	75	00	2	0	3	75.00
L	75	00	3	0	3	75.00

*Not to exceed charges under Section D, E or F.

Col. 1. Sec. No.

Col. 2. No. adult passenger fares required.

Col. 3. No. additional adult passengers fares per extra baggage car.

Col. 4. No. baggage cars used.

Col. 5. No. extra baggage cars to be charged for.

Col. 6. No. passenger cars required.

Col. 7. Minimum charge for passengers and passenger and baggage cars, except Sections A, B and C, which cover minimum charge for baggage cars only.

Dated at Oklahoma City, Okla., this 19th day of August, 1911.

ORDER No. 509.

Cause No. 1394.

It is hereby ordered, that on and after the 31st day of August, 1911, no railroad or combination of railroads doing business in the State of Oklahoma shall charge, assess or collect a greater rate for the shipment of the commodities named herein in carload lots than are herein provided, and that the following rules, in so far as they are applicable, shall govern the handling and assessment of charges upon such commodities between points in the State of Oklahoma on the lines of the railroads and railways named above.

ITEM No. 1.

Rates in cents per 100 pounds:

Miles	Column 1	Column 2	Miles	Column 1	Column 2
5	4.0	5.0	210	10.2	17.9
10	4.0	5.5	220	10.4	18.3
15	4.2	6.0	230	10.6	18.7
20	4.5	6.5	240	10.8	19.1
25	4.8	7.0	250	11.0	19.5
30	5.1	7.4	260	11.2	19.9
35	5.4	7.8	270	11.4	20.3
40	5.6	8.2	280	11.6	20.7
45	5.8	8.6	290	11.8	21.1
50	6.0	9.0	300	12.0	21.5
55	6.2	9.4	310	12.1	21.8
60	6.4	9.8	320	12.2	22.1
65	6.6	10.2	330	12.4	22.4
70	6.8	10.6	340	12.5	22.7
75	7.0	11.0	350	12.6	23.0
80	7.2	11.3	360	12.7	23.3
85	7.4	11.6	370	12.8	23.6
90	7.6	11.9	380	12.9	23.9
95	7.8	12.3	390	13.0	24.2
100	8.0	12.5	400	13.1	24.5
110	8.2	13.0	410	13.2	24.7
120	8.4	13.5	420	13.3	24.9
130	8.6	14.0	430	13.4	25.1
140	8.8	14.5	440	13.5	25.3
150	9.0	15.0	450	13.6	25.5
160	9.2	15.5	460	13.7	25.7
170	9.4	16.0	470	13.8	25.9
180	9.6	16.5	480	13.9	26.1
190	9.8	17.0	490	14.0	26.3
200	10.0	17.5	500	14.1	26.5

ITEM No. 2.

Rates named in Column One of Item One will apply on shipments of Crude Petroleum, Residium and Oils used exclusively for fuel purposes.

ITEM No. 3.

Rates named in Column Two of Item No. One will apply on shipments of "Petroleum and Petroleum Products" as described in "Western Classification No. 50," or approved Supplements thereto or re-issues thereof where same do not conflict with Rules named herein.

ITEM No. 4.

Rates named in Item No. One are for application over one line of road, or via two or more lines directly or indirectly under the same management and control. For rates via two lines not directly or indirectly under the same management and control add two cents to figures shown in Column One and four cents to figures shown in Column Two. Via three lines not directly or indirectly under the same management and control, add three cents to figures shown in Column One and six cents to figures shown in Column Two, observing combination of local rates as maximum.

ITEM No. 5.

Minimum weights on shipments named herein will be, when in tank cars, the marked gallonage capacity of the car used, basing commodities named in Item No. Two at 7.4 pounds per gallon and commodities named in Item No. Three at 6.6 pounds per gallon.

When loaded in other than tank cars the minimum weight shall be 26,000 pounds.

ITEM No. 6.

Mixed carload shipments of commodities named in Items Two and Three may be made at the highest rate and minimum weight applicable upon any commodity contained in the car.

ITEM No. 7.

Where shipments are re-consigned either before or after reaching the first destination and such re-consignment causes a movement of over three hundred miles from point of origin to final destination, one mill shall be added to figures shown in Column One and two mills to figures shown in Column Two for each ten miles, or fraction thereof, shipment moves in excess of three hundred miles.

ITEM No. 8.

The railways and railroads named herein shall prepare and publish joint tariff to carry out the provisions of this Order. One copy of such tariff shall be filed at each freight depot of each and all of the carriers named herein and two copies for account of each carrier named herein shall be filed with this Commission.

The Commission reserves the right to direct the basis for revenue divisions wherever carriers fail to agree.

ITEM No. 9.

All orders or parts of orders heretofore issued by this Commission which in any way conflict with the Rules named herein are hereby cancelled and superseded, the Commission reserving the right to relieve the carriers, consignors or consignees of any hardships caused by the enforcement of the Rules named herein either before or after movement.

ORDER No. 515.

Cause No. 1410.

To All Railroads:

It is hereby ordered that on and after the 30th day of September, 1911, the railroads and railways named above shall not assess or collect a greater rate for the shipment, in carload lots, of the commodities named herein between points on their lines in this State than provided herein and that, in so far as they are applicable, the rules and regulations named herein shall govern the hauling and assessment of charges upon such commodities between points in the State of Oklahoma and otherwise to be governed by rules heretofore or hereafter issued by this Commission.

ITEM No. 1.

Rates in cents per 100 pounds:

Miles	Column 1	Column 2	Column 3	Miles	Column 1	Column 2	Column 3
5	1.5	1.5	4.0	160	4.5	5.2	11.2
10	1.8	1.8	4.3	170	5.0	5.4	11.6
15	2.0	2.1	4.6	180	5.0	5.6	12.0
20	2.0	2.3	4.9	190	5.0	5.8	12.3
25	2.0	2.5	5.2	200	5.0	6.0	12.6
30	2.5	2.7	5.5	210	5.5	6.2	12.9
35	2.5	2.7	5.8	220	5.5	6.4	13.2
40	2.5	2.9	6.1	230	5.5	6.6	13.5
45	2.5	2.9	6.4	240	5.5	6.8	13.8
50	2.5	3.1	6.7	250	6.0	7.0	14.1
55	3.0	3.1	7.0	260	6.0	7.1	14.4
60	3.0	3.3	7.2	270	6.0	7.2	14.7
65	3.0	3.3	7.4	280	6.0	7.3	15.0
70	3.0	3.5	7.6	290	6.0	7.4	15.2
75	3.0	3.5	7.8	300	6.5	7.5	15.4
80	3.5	3.7	8.0	310	6.5	7.6	15.6
85	3.5	3.7	8.2	320	6.5	7.7	15.8
90	3.5	3.9	8.4	330	6.5	7.8	16.0
95	3.5	3.9	8.6	340	6.5	7.9	16.2
100	3.5	4.0	8.8	350	7.0	8.0	16.4
110	4.0	4.2	9.2	360	7.0	8.1	16.6
120	4.0	4.4	9.6	370	7.0	8.2	16.7
130	4.0	4.6	10.0	380	7.0	8.3	16.8
140	4.5	4.8	10.4	390	7.0	8.4	16.9
150	4.5	5.0	10.8	Over 390	7.5	8.5	17.0

Where exact distance is not shown use next greater distance.

ITEM No. 2.

Rates named in Column One of Item No. One apply on shipments of Clay (common or fire), Chatts, Cinders, Granite (rough undressed), Gravel, Rock (common, crushed, asphalt or gypsum), Sand, Stone (rough, undressed), Tailings (lead or zinc).

ITEM No. 3.

Rates named in Column Two of Item No. One apply on shipments of Brick (except bath, enameled or fire); Stone (artificial,

dressed or sawed but not figured, lettered or highly polished); Building Blocks (cement, concrete or artificial stone), and mixture for making artificial stone, including water in tanks (at least four-fifths of the mixture to consist of sand, stone or water), and Land Plaster.

ITEM No. 4.

One hundred and forty (140) per cent of the rate named in Column Two of Item No. One will apply on shipments of Posts made of Cement, Sand and Wire.

ITEM No. 5.

Rates named in Column Three of Item No. One apply on shipments of Cement (hydraulic or Portland), and Lime.:

ITEM No. 6.

Rates named in Column Three of Item No. One apply on shipments of Gypsum (Calcined); Plaster (Calcined, Cement, Elastic Pulp, Finishing Wall, Moulding or Wall); Plaster of Paris; Plaster Boards; Plaster Blocks; Plaster Moulding; or Stucco, with a maximum rate of thirteen (13) cents between any two points in the State on the railroads and railways named herein.

(The Commission specifically reserves the right to relieve any carrier from the application of the above minimum where same appears to be just and equitable.)

ITEM No. 7.

Rates named in Item No. One are for shipments via one line or via two or more lines directly or indirectly under the same management and control. For shipments via two or more lines not directly or indirectly under the same management and control add the following arbitraries in cents per 100 pounds to the rates applicable for one line shipments.

Commodities named—	Via 2 Lines	Via 3 Lines	Via 4 or More Lines
Item No. 2.....	1	2	3
Item No. 3.....	1½	2½	3½
Item No. 4.....	2	3	4
Item No. 5.....	2	3	4
Item No. 6.....	2	3	4

Observing combination of local rates as maximum and observing thirteen (13) cents as maximum rate on commodities mentioned in Item No. Six.

ITEM No. 8.

The minimum weight upon commodities named herein shall be as follows:

Commodities named in—		
Item No. 2.....		marked capacity of car
Item No. 3.....		marked capacity of car
Item No. 4.....		marked capacity of car
Item No. 5—Cement.....		38,000 pounds
Lime.....		30,000 pounds
Item No. 6.....		30,000 pounds

When marked capacity of car is given as the minimum weight and cars are loaded to actual visible loading capacity, actual weight shall govern.

Cars should not be loaded in excess of ten per cent over their marked capacity and when loaded in excess of this amount the carriers may transfer the excess to another car, charging the actual cost of transferring plus ten (10) per cent for such services, but freight charges shall be assessed as though shipment moved through in the original car.

ITEM No. 9.

Mixed shipments of any of the commodities named herein may be at the highest rate and minimum weight applicable on any commodity in the car.

ITEM No. 10.

The railways and railroads named herein shall prepare and publish joint tariffs to carry out the provisions of this Order and such tariffs shall be filed with each agent and two copies for the account of each carrier named herein shall be filed in the office of this Commission on or before the 25th day of September, 1911.:

This Commission reserves the right to direct the basis for revenue divisions wherever carriers fail to agree.

ITEM No. 11.

All Orders and parts of Orders heretofore issued by this Commission which in any way conflict with the rules named herein are hereby cancelled and superseded, the Commission reserving the right to relieve the carriers, consignor or consignees of any hardships caused by the enforcement of the rules and regulations named herein either before or after movement.

Dated, Oklahoma, Oklahoma, this 14th day of September, 1911.

ORDER No. 516.

Cause No. 1411.

It is hereby ordered that on and after the 30th day of September, 1911, the railroads and railways named above shall not assess or collect a greater rate for the shipment, in carload lots, of the commodities named herein between points on their lines in this State than provided herein and that, in so far as they are applicable, the rules and regulations named herein shall govern the handling and assessment of charges upon such commodities between points in the State of Oklahoma and otherwise to be governed by rules heretofore or hereafter issued by this Commission.

ITEM No. 1.

Rates in cents per 100 pounds:

Miles	Column 1	Column 2	Miles	Column 1	Column 2
5	4	2.0	165	12	5.6
10	4	2.0	170	12	5.6
15	4	2.0	175	12	5.8
20	5	2.0	180	13	5.8
25	5	2.2	185	13	6.0
30	5	2.5	190	13	6.0
35	5	2.5	195	13	6.2
40	6	2.6	200	13	6.2
45	6	2.9	205	14	6.2
50	6	2.9	210	14	
55	7	3.0	215	14	
60	7	3.1	220	14	
65	8	3.3	225	14	
70	8	3.4	230	15	
75	8	3.5	240	15	
80	9	3.7	250	15	
85	9	3.8	260	16	
90	9	3.9	270	16	
95	9	4.1	280	16	
100	9	4.2	290	16	
105	10	4.4	300	16	
110	10	4.4	310	17	
115	10	4.6	320	17	
120	10	4.6	330	17	
125	10	4.8	340	17	
130	11	4.8	350	17	
135	11	5.0	360	18	
140	11	5.0	370	18	
145	11	5.2	380	18	
150	11	5.2	390	18	
155	12	5.4	Over 390	18	
160	12	5.4			

When exact distance is not shown use next greater distance.

ITEM No. 2.

Rates named in Column One of Item No. One apply on Agricultural Implements (Rough, not shaped); Bee Hives (K. D. flat in bdls.); Billets; Blocks (Base Corner, Head); Hub (rough); Paving, (Plinth); Boards (Base); Box Lumber; Boxes (K. D.); Braces (Telegraph and Telephone); Brackets (Telegraph, Telephone); Carpenter's Moulding (Plain); Casing; Ceiling (except panel); Crates

(K. D.); Cross Arms; Doors (Grain) Egg Case Material; Flooring (except Wood Carpet or Parquet); Fruit Packages (K. D., nested or in racks); Guttering (rough); Handle Timber (rough, not shaped); Heading; Hoop Poles; Hoops; Lath; Logs; Lumber (except Walnut, Cherry, Butternut, Holly and imported woods); Pickets; Piling; Pins; Poles (Telegraph and Telephone); Sawdust; Shavings; Sheeting; Shingles; Shingle Tow; Shooks; Slats (Bed); Spools (Barbed Wire K. D.); Staves; Tan Barn; Tank Material (Sawed to shape); Ties (Cross and Switch); Tubing (Well); Vat Material (Sawed to shape); Vegetable Packages (K. D., nested or in racks); Vehicle Material (rough not shaped); Wainscoating (except Panel); in straight or mixed carloads.

ITEM No. 3.

Rates will be made on the articles shown below by adding three (3) cents per 100 pounds to rates shown in Column One of Item No. One; Agricultural Implements (See "A" below); Astragals; Balusters; Balustrade Work; Beads (Angle and Corner); Blinds; Blocks (Shuttle); Brackets (Cornice); Ceiling (Panel); Chair Stock (See "A" below); Cores; Cot Frame Material (in the white K. D.); Doors (See "B" below); Doors (Panel Screen); Fittings (Pantry K. D.); Frames (Blind, Door, Screen or Window, S. U. or K. D.); Gable Ornaments; Grille Work; Handle Timber (See "A" below); Hubs (not further finished than mortised or primed); Jambs (Panel); Keys (Tent); Ladder Rungs; Lasts (rough); Lumber (Butternut, Cherry, Holly and Walnut); Mattress Frame Material (in the white K. D.); Packing Cases (K. D. flat); Picker Sticks; Pilasters; Pins (Tent); Poles (See "A" below); Poles (Tent); Porch Work (Newels, Columns, Railings, Balusters and Post Ornaments, K. D.); Rods (Sucker, without attachment); Sash (See "B" below); Screens (Door and Window); Scroll Work; Seats (Closet); Sheathing (Lath and Paper combined); Shelves (K. D.); Shutters; Slate (Trunk); Spindles Spokes (Club turned or in the white); Stair Work (Balusters, Newels, Post Ornaments, Railings, Risers and Treads, K. D.); Tanks (Closet K. D.); Wainscoting (Panel); Wheelbarrow Parts (Handles, Trays and Sawed Stock); Vehicle Parts (See "A" below); Wood (Built up or combined, bent or straight, including wood veneer, Cooling Tower Material, Ice Tank Tops, Ice Can Covers); in straight or mixed carloads.

"A" Dressed, bent, turned, tenoned or mortised, not further finished in the white.

"B" Glazed or unglazed with common window glass or glass taking same rating as common window glass.

ITEM No. 4.

Rates on Dowel Pins and Veneering (over 1-16 of an inch in thickness) will be made by adding five (5) cents per 100 pounds to rates shown in Column One of Item One.

ITEM No. 5.

Rates on Veneering (1-16 of an inch in thickness, or less) will be made by adding ten (10) cents to rates shown in Column One of Item No. One.

ITEM No. 6.

Rates on Fence Posts will be eighty (80) per cent of rates shown in Column One of Item No. One.

ITEM No. 7.

Rates on Excelsior Bolts will be fifty-six (56) per cent of the rates shown in Column One of Item No. One, observing minimum charge of three (3) cents per 100 pounds.

ITEM No. 7½.

Rates on Cord Wool will be fifty (50) per cent of rates shown in Column One of Item No. One.

ITEM No. 8.

Rates named in Item No. One are for shipments moving via one line or two or more lines directly or indirectly under the same management and control. For shipments moving via two or more lines, not directly or indirectly under the same management or control, add two and one-half (2½) cents per 100 pounds to rates shown in Column One of Item No. One.

In using percentages shown in Items 6, 7, and 7½ for joint line shipments ascertain through mileage and use rate shown in Column One of Item No. One plus two and one-half (2½) cents and rate will be percentage shown of that figure.

ITEM No. 9.

Rates shown in Column Two of Item No. One will apply on shipments of lumber to be resawed, planed, dressed, tongued, grooved, seasoned or manufactured into Box Material, Vehicle and Agricultural Implement shapes, Logs (except Walnut and Cherry); Rough

Staves, Rough Bolts, Rough Hickory Lumber and Fitches to be used in manufacture of lumber or articles taking lumber rates or arbitraries higher as specified in this Order.

The above rates will apply only on condition that at least sixty (60) per cent of the in-bound tonnage is re-shipped and the line bringing the rough material to the mill is the initial carrier of the out-bound shipment.

Carriers may require the payment of the rates named in Column One of Item No. One on the in-bound shipment but if such requirement is made immediate refund to the basis of rates shown in Column Two of Item No. One must be made when sixty (60) per cent of the in-bound tonnage is re-shipped as provided above.

ITEM No. 10.

Any or all of the commodities named in Items Nos. Two to Six, inclusive, may be forwarded in mixed carloads at the carload rate at actual weight of each article in the shipment observing the highest minimum weight on any commodity in the car. Any deficiency in weight shall be charged for on the basis of the commodity which comprises the greatest portion of the shipment.

ITEM No. 11.

The minimum weight on articles mentioned herein will be as follows:

All articles named herein, except those shown below, in cars 35 ft. 6 in. to and including 36 ft. 6 in., 30,000 pounds. Cars over or under this length as per Rule 6 B Western Classification No. 50, or approved re-issues thereof or supplements thereto.

Frames (Blind, Door, Screen or Windows), S. U. or K. D., minimum weight, 24,000 pounds.

Doors and Sash (Glazed or unglazed with common window glass or glass taking same rating as common window glass), minimum weight 24,000 pounds.

Box Shooks, Lath, Hoops or Shingles, minimum weight 26,000 pounds.

Articles mentioned in Items Nos. 7 and 9, minimum weight 40,000 pounds.

Articles mentioned in Item No. 7½, minimum weight marked capacity of car, except as follows:

Where cars are loaded to full visible capacity and the actual scale weight is less than the marked capacity of the car, the actual scale weight will apply.

Where cars are loaded to full visible capacity and are not weighed on track scales use estimated weights shown in Item 12.

In no case will minimum weight be less than 34,000 pounds.

Articles requiring more than one car, account length, when loaded on two cars, minimum weight, 48,000 pounds, three cars, minimum weight, 72,000 pounds.

ITEM No. 12.

When shipments of Cordwood or Logs do not pass over track scales, the carload weight will be estimated on the following basis, observing established minimums

Logs:—Cotton Wood, eight and one-half (8½) pounds per ft. Ash, Cypress, Elm, Gum, Maple, Poplar, Sycamore or Walnut, ten (10) pounds per foot. Hickory or Oak, twelve (12) pounds per foot. Cordwood:—The following estimated weights will apply: Green Wood per cord, 4,500 lbs. Seasoned Wood, per cord, 3,500 lbs.

The weight of four-foot wood will be determined by the measurement as follows:

Ascertain the number of tiers or racks in each car, and the number of cords in each tier or rack by multiplying length, breadth and height together and divide by 128. If the car cannot be opened and it is impossible to measure by tiers, measure outside of car, deducting 9 inches in length and 9 inches in breadth, which will give the inside measurement. Multiply the length, breadth and height of the car, inside measurement, together and divide by 128. From the result deduct 20 per cent for unoccupied space. The result will be the number of cords in car. The weight of two-foot wood, if piled in car, will be ascertained by measurement, as provided above. If not tiered or piled in a car, base your estimate on internal measurement of space occupied and allow 20 per cent for unoccupied space.

ITEM No. 13.

On shipments of commodities mentioned herein, except Logs, an allowance of not to exceed five hundred (500) pounds per car, observing established minimums, will be made for weight of standards, strips and supports used on shipments loaded on flat or gondola cars.

ITEM No. 14.

The railways and railroads named herein shall prepare and publish joint tariffs to carry out the provisions of this Order and such tariffs shall be filed with each agent and two copies for the account of each carrier named herein shall be filed in the office of this Commission.

This Commission reserves the right to direct the basis for revenue divisions wherever carriers fail to agree.

ITEM No. 15.

All Orders or parts of Orders heretofore issued by this Commission which in any way conflict with the rules named herein are hereby cancelled and superseded, the Commission reserving the right to relieve the carriers, consignors or consignees of any hardships caused by the enforcement of the rules and regulations named herein either before or after movement.

Effective September 30, 1911.

ORDER No. 517.

To All Railroads:

Notice is hereby given that on the 15th day of October, 1911, and on the 15th day of each month thereafter the carriers named above shall file in the office of this Commission a report (as per Exhibit "A" attached hereto and made a part hereof, and which shall be printed on good ledger paper of about 36 pounds double cap base) which shall cover the preceding calendar month, and shall be made separately for each division of such carrier.

Such report shall show the number of each train operated by such carrier on said division; the number of times such train was run during said month; the total miles such train was operated; the number of times such train reached its terminal more than ten minutes late; the number of times such train arrived at its terminal on time or not more than ten minutes late, and the number of times and minutes such train was late from the specific causes set out in Columns 6 to 17 inclusive, of Exhibit "A", and when it is impossible to assign such delays to the reasons specified in Columns 6 to 17 inclusive, the number of times and minutes late shall be shown in Column 18,

and full information of cause of such delay shall be given under Column 19, or upon the reverse side of said report.

Dated at Oklahoma City, Oklahoma, this 14th day of September, 1911.

ORDER No. 565.

Cause No. 1523.

To All Railroads, Steam and Electric:

This is a Proposed Order to all Railroads and Railways, both steam and electric, operating within the State of Oklahoma, to require heat in passenger coaches. There were but few railroads represented at the hearing in this case and those of the Steam Railways had very little objections, provided some exceptions be made in the order in case of accidents while out on the road. Those representing the street railways, contended it was an impossibility to keep the street cars well warmed during extreme cold weather, on account of the car doors having to be opened almost one-third of the time letting passengers on and off the cars.

Therefore, it is ordered by the Corporation Commission of the State of Oklahoma that all railroads shall keep their passenger and Pullman cars properly heated during cold weather while such cars are being in use and occupied by passengers. Where a car is picked up on the road, the same shall be warmed as soon as possible after it is attached to the train. All street cars shall be located with the best improved heating facilities for heating street cars during cold weather. This order to take effect on and after February 14th, 1912.

Dated at Oklahoma City, Okla., this 22nd day of January, 1912.

ORDER No. 614.

Cause No. 1616.

To the American Express Company, United States Express Company, Wells Fargo & Company Express:

OPINION AND ORDER

Proposed Order No. 112, having been properly issued and served upon the above-named defendants, said order providing for receipts

to be given patrons of the express companies and prohibiting the collection of charges upon shipments or portions of shipments not delivered to consignees, and hearing having been held in the office of said Commission on the 19th day of July, 1912, upon said proposed order, and supplementary to said hearing a letter or statement from the defendants indicating their willingness to comply with the order of the Commission under certain conditions;

The Commission finds, from the testimony and from the supplementary letter filed, that it has not been the practice of the carriers in the past to give receipts to consignees for express shipments unless they were specifically requested and then oftentimes the agent would refuse to give said receipts. The shippers have had no way of telling the exact amount of charges due upon the shipment and not being in possession of receipts or such receipts not being properly made out has caused considerable confusion. It appears that on September 1st, 1912, the carriers will commence a new system of way-billing and marking shipments and that such system will carry with it a requirement that upon each package forwarded there shall be pasted on said package a colored label. One color designating that charges have been prepaid upon shipments and the other color designating that the charges are to be collected at destination; and said labels will also carry most of the information called for in the proposed order to be shown on receipts.

ORDER.

It is, therefore, ordered by this Commission that effective September 1st, 1912, on every shipment of express moving between points in Oklahoma on the lines of the above named carriers there shall be pasted upon said shipment a label showing the point of origin and destination, the name of consignor and consignee, the commodity contained in the package, weight of the package, the rate applicable upon the shipment and the charges. It is further ordered that two distinct colors of labels be used, one to indicate that freight charges have been prepaid and another color to indicate that charges are to be collected at destination.

In addition to this label or slip which must be attached to every shipment, the carrier shall give to the consignor a receipt for every package accepted, unless said consignor refuses to accept said receipt or does not wait to receive same, which receipt shall show the point of origin, consignor, consignee, destination, and if the charges are prepaid the amount of charges so collected.

In addition to the foregoing, where either the consignee or con-

signor requests it, the carrier shall give a receipt showing the origin and destination, consignor and consignee, commodity, weight, rate, charges and any advance charges that may appear upon said shipment.

The carriers are hereby prohibited from assessing or collecting at destination any charges whatsoever upon any portion of a shipment not delivered to consignee.

This order shall become effective September 1st, 1912.

Dated at Oklahoma City, Oklahoma, this 12th day of August, 1912.

ORDER No. 616.

Cause No. 1617.

Proposed Order No. 113.

On the 8th day of July, this Commission issued proposed Order No. 113 relative to the issuance by the carriers in this state of mileage or distance table. Said order was properly served on the above named carriers and hearing was held in the office of this Commission on the 19th day of July, 1912.

From the evidence introduced at this trial and from an examination of the tariffs on file, it appears to the Commission that at the present time each carrier in this State issued individual mileage or distance tables and that when shipments move over the lines of two or more carriers the agent at destination must depend upon some unofficial book or circular in order to ascertain the proper mileage upon which to figure his rate. The Commission finds that there are numerous rates in this state which are built strictly upon a mileage basis and that it is almost impossible at the present time for a shipper or agent to tell the exact rate or haul applying upon a shipment due to the fact that their exists but one complete mileage schedule in the state and that is on file in the office of this Commission.

It further appears to the Commission that the present Order No. 147, which requires mileage to be figured via each and every junction or point where the lines of the carrier come in contact with each other, can be disregarded to a certain extent if a joint mileage scale is issued, and that the carriers can adopt a central point at cities where there are two or more crossings or even adopt a freight depot where such crossing, junction or intersection is close to said depot and give to the

shippers all of the advantages of Order No. 147 without entailing the labor necessary to figure the actual junction point mileage.

The Commission finds that in other states joint distance or mileage tables are published by the carriers and it finds from the evidence in this case that such a table should be issued in Oklahoma.

At the hearing all of the carriers evidenced a desire to issue a mileage table. If an order issues, it must be specific in its terms, the Commission will not at the present time issue an order, but will give the carriers until the 15th day of September to submit to the Commission proof copy of a joint distance or mileage table, in accordance with the outline given below.

In the issuance of a mileage table, such rules, regulations and examples necessary for the proper handling of a mileage table should first appear in the book, to be followed by an alphabetical index of every station, side track and junction point. This should be followed by the mileage table proper which should, in so far as possible, show the railroads in alphabetical order and under each railroad there should appear upon the left and right hand side of a double page or one upon the left hand side of a single page in geographical order every station side track, junction point and terminal of said carrier's lines and at the top of the page show junction point, state line point and termini, together with the principal cities and towns in Oklahoma. The table should be so arranged that a line drawn across from left to right over the name of the station, meeting a line drawn from top to bottom under the junction or terminal would show the distance between such points. Only the distance between stations upon a carrier's line where there is a possible haul in Oklahoma should be shown in this portion of the table.

In the use of the junction point at the top of the page, the carrier may show the freight depot nearest to said junction point and in figuring the mileage for joint line shipments, the mileage to and from that depot will be considered as the mileage to and from the junction or intersection point and if such form is used the mileage or intersection should show in the front or at some conspicuous place that such basis is a departure from Order No. 147, approved by the Commission.

In ascertaining mileages, the standard rules shall be used, that is the passenger depot and center of headblock at side tracks, except that where there is not a passenger and freight depot, the distance between same being more than five-tenths of a mile, the distance from the freight depot, as well as the passenger, should be shown.

In the publication of such a table, the carriers may dispose of fractions by dropping all fractions less than one-half and raising all fractions of one-half or over to the next whole mile.

In the publication of the index in the front of the table, the carriers should use designating marks to show whether a station is an open or prepay, whether only carload or less than carload freight is received at said station.

If the above suggestions are carried out, this case will be dismissed.

Oklahoma City, August 14, 1912.

ORDER No. 617.

Cause No. 1606.

Sheriff's Association of Oklahoma,

Complainants.

vs.

Atchison, Topeka & Santa Fe Railway Co., *et al.*,

Defendants.

It is, therefore, ordered that the defendants herein, Atchison, Topeka & Santa Fe Railway Company, Gulf, Colorado & Santa Fe Railway Company, Chicago, Rock Island & Pacific Railway Company, St. Louis & San Francisco Railroad Company, Missouri, Kansas & Texas Railway Company, St. Louis, Iron Mountain & Southern Railway Company, Kansas City, Mexico & Orient Railway Company, Kansas City Southern Railway Company, Wichita Falls & Northwestern Railway Company, Midland Valley Railroad Company, Missouri, Oklahoma & Gulf Railway Company, Oklahoma Central Railway Company, Clinton, & Oklahoma Western Railway Company, Texas, Oklahoma & Eastern Railway Company, Poteau Valley Railroad Company, Webber Falls, Shawnee & Western Railroad Company, and Fort Smith & Western Railroad Company, shall carry the sheriffs and two deputy sheriffs of each county, who may be designated by the sheriff of that county at the rate of one cent per mile within the State of Oklahoma. Said sheriff and deputy sheriffs shall be permitted to ride on all trains in the state provided they secure a ticket, but shall not stop trains that do not customarily stop unless a great emergency exists, and such emergency request shall be made to the proper operating official of the railroad. That each railroad shall issue a book, upon application, sim-

ilar to that now issued to ministers, to be known as sheriff's credentials, which, when presented to the agent, will authorize the agent to sell to the party who has possession of the book, a ticket at the rate of one cent per mile. That these books shall be used exclusively by the parties who are entitled under this order to use the same and if a sheriff permits other parties than himself to use his credentials, the credentials may be taken up and this order shall be considered revoked as to such sheriff and his deputies. If a deputy sheriff permits any one to use his credentials, he shall be immediately dismissed from the service, or this order will be revoked as affecting the sheriff and the deputies of that county.

This order shall take effect and be in force on and after the 15th day of September, 1912.

Oklahoma City, August 15, 1912.

ORDER No. 624.

Cause No. 1530.

Proposed Order No. 104.

To all Telephone and Telegraph Companies Operating Telephone and Telegraph Lines in the State of Oklahoma :

Proposed Order No. 104 having been published in the Daily Oklahoman once a week for four consecutive weeks and no objections thereto having been made by the telephone or telegraph companies operating telephone or telegraph lines in the State of Oklahoma, it is hereby ordered that all telephone and telegraph companies, performing and operating telephone and telegraph lines within the State of Oklahoma, shall give preference to messages or telephone calls put in by the Governor of the State, any member of the Supreme Court, Criminal Court of Appeals, Attorney General, Corporation Commission, Adjutant General, District Judges, Sheriff of any county, member of the Legislature while in session, United States Federal Judges and United States Marshals, when such official states at the time the call is made or message delivered that the same is made on account of urgent official business.

Such messages or telephone calls shall be given preference over all other messages and telephone calls except death messages and serious sickness and personal injuries, or railroad wrecks.

That this order shall be in force on and after due publication thereof one time each week for four consecutive weeks in the Daily Oklahoman, and not before the 20th day of September, 1912.

Oklahoma City, Okla., August 16, 1912.

ORDER No. 642.

In re Proposed Order No. 105, prescribing regulations for weighing cotton at compresses.

It is, therefore, ordered that all compresses, in the State of Oklahoma, shall weigh all cotton accurately and correctly, and that the actual weights of each bale shall be set down in one column and the amount the bales are docked, if any, shall be set down in a second column. That each compress shall record these weights in a book and immediately send to the party who guarantees these weights, if known to the compress, a copy of the same to be mailed on the same day the cotton is weighed, and the shipper shall have the right to re-weigh the cotton at any time before the same is shipped from the compress by the consignee. That upon receipt of notice by the compress by any party who has guaranteed the weights of cotton, that he desires the same re-weighed, the cotton shall not be shipped out until the party making such request shall have had time to reach the compress for the purpose of having the same re-weighed.

That this order shall be effective on and after due publication thereof as required by law. That the same shall be printed and a copy sent to each compress, and upon application to other parties in interest throughout the state.

That this case shall be left open for such further or supplemental order as may be found necessary upon further complaint of any regulation that may be installed by any compress in this state.

Oklahoma City, Okla., September 7, 1912.

ORDER No. 655.

Cause No. 1423.

Pursuant to issuance and service of Proposed Order No. 99 and pursuant to hearing held upon said Proposed Order by the Commis-

sion in its office in Oklahoma City on September 1, 1911, said order having been addressed to the carriers named above and being upon the question of the promulgation of rules, regulations and requirements governing the movement or assessment of charges upon shipments of unginned cotton, cotton seed and cotton seed products between points within the State of Oklahoma on the lines of the railroad and railways above named.

Notice is hereby given that on and after the 30th day of December, 1912, no railroad or combination of railroads doing business in the State of Oklahoma shall charge, assess or collect a greater rate for the shipment of the commodities named herein in carload lots than are herein provided, and that the following rules insofar as they are applicable, together with other rules heretofore or hereafter issued by this Commission, shall govern the handling and assessment of charges upon such commodities between points in the State of Oklahoma on the lines of the railroads and railways above named.

ITEM No. 1.

Rates in cents per 100 pounds.

Miles	Column 1	Column 2	Column 3	Miles	Column 1	Column 2	Column 3
5	6	3.	3.	160		12.6	7.6
10	7	4.	3.7	170		13.	7.8
15	8	4.7	4.3	180		13.3	8.
20	9	5.3	4.6	190		13.6	8.2
25	10	5.9	4.9	200		13.9	8.4
30	11	6.5	5.	210		14.2	8.6
35	12	6.9	5.1	220		14.5	8.8
40	13	7.2	5.2	230		14.8	9.
45	14	7.5	5.3	240		15.1	9.2
50	15	7.8	5.4	250		15.4	9.4
55		8.1	5.5	260		15.7	9.6
60		8.4	5.6	270		16.	9.8
65		8.7	5.7	280		16.3	9.9
70		9.	5.8	290		16.6	10.
75		9.2	5.9	300		16.9	10.
80		9.4	6.	310		17.1	10.
85		9.6	6.1	320		17.3	10.
90		9.8	6.2	330		17.5	10.
95		10.	6.3	340		17.7	10.
100		10.2	6.4	350		17.9	10.
110		10.6	6.6	360		18.	10.
120		11.	6.8	370		18.1	10.
130		11.4	7.	380		18.2	10.
140		11.8	7.2	390		18.3	10.
150		12.2	7.4	400 and over		18.4	10.

When exact distance is not shown, use next greater distance.

ITEM No. 2.

Rates named in Column One of Item No. 1 apply on unginned cotton.

ITEM No. 3.

Rates named in Column 2 of Item No. 1 apply on shipments of immature cotton in boll, cotton seed, cotton seed cake, and cotton seed meal, straight or mixed cars.

ITEM No. 4.

Rates named in Column 3 of Item No. 1 apply on cotton seed ashes and cotton seed hulls, straight or mixed cars.

ITEM No. 5.

Mixed shipments of cotton seed cake, cotton seed meal and cotton seed hulls may be made by assessing rate named in Column 2 of Item 1 on Twenty (20) per cent of the weight of such mixed car and rate named in Column 3 of Item No. 1 on the balance of the weight, provided that not more than Twenty (20) per cent of the weight on such mixed shipments shall consist of cake or meal. Mixed shipments, other than the above, shall take the highest rate and minimum weight applicable on any commodity contained in such mixture.

ITEM No. 6.

Rates named in Item No. 1 are for shipments via one line or via two or more lines directly or indirectly under the same management and control. For shipments via two or more lines not directly or indirectly under the same management and control add the following arbitraries in cents per 100 pounds to rates named in Items No. 1.

	2 Lines.	3 Lines.	Over 3 Lines.
Column 1.....	4	7	10
Column 2	3	5	7
Column 3	2	4	6

ITEM No. 7.

The minimum weights on the commodities mentioned herein shall be as follows:

Unginned cotton 18,000 pounds, cotton seed, cotton seed cake and cotton seed meal 30,000 pounds, except that when cars are loaded to full visible capacity actual weight shall govern in lieu of the above minimum. Cotton seed ashes and cotton seed hulls 24,000 pounds except that when the cars are loaded to full visible capacity actual weight shall govern in lieu of the above minimum. Mixture provided for in Item No. 5 minimum weight 24,000 pounds.

ITEM No. 8.

The railways and railroads named herein shall prepare and publish joint tariffs to carry out the provisions of this order. One copy of such tariff shall be filed at each freight depot in this state of each

and all of the carriers named herein and two copies for account of each carrier named herein shall be filed with this Commission on or before the 27th day of December, 1912.

ITEM No. 9.

The Commission reserves the right to direct the basis for revenue divisions wherever carriers fail to agree.

ITEM No. 10.

All orders or parts of orders heretofore issued by this Commission which in any way conflict with the rules named herein are hereby cancelled and superseded, the Commission reserving the right to relieve the carriers, consignors or consignees of any hardships caused by the enforcement of the rules named herein either before or after movement.

Oklahoma City, Okla., December 13th, 1912.

ORDER No. 665.

In re Requiring steam railroads to hold passenger trains at junction points thirty minutes after the scheduled departure when thereby a connection may be made.

PROPOSED ORDER No. 54.

It is therefore ordered by the Corporation Commission of Oklahoma that defendant, the Missouri, Kansas & Texas Railway Company, shorten the scheduled time of arrival at Wagoner by 10 minutes, making such time 1:35 p. m. in lieu of 1:45 p. m., and when it is necessary for the transfer of passengers from its train to Iron Mountain Train No. 136, said Missouri, Kansas & Texas Railway Company shall stop its train No. 8 opposite the Iron Mountain depot to discharge such passengers. The St. Louis, Iron Mountain & Southern Railway Company shall hold its passenger train No. 136 at Wagoner not exceeding 10 minutes for receiving passengers to be transferred from the Missouri, Kansas & Texas train No. 8 when by so doing connections can be made and passengers so transferred; provided, that when no passengers are to be transferred from said Missouri, Kansas & Texas train No. 8, the St. Louis, Iron Mountain & Southern shall not be required to hold its train No. 136. This order

shall take effect and be in force on and after the first day of February, 1913.

In witness whereof we have hereunto set our hands and fixed the seal of this Commission, at Oklahoma City, Oklahoma, this the 14th day of January, A. D., 1913.

ORDER No. 666.

Cause No. 1713.

Pursuant to issuance and service of Proposed Order No. 122 relative to the promulgation of rates, rules and regulations governing the handling of shipments of fresh fruits, vegetables, canned goods, salt and water in straight or mixed carloads between points in the State of Oklahoma on the lines above named, you are hereby notified that the following order shall be in full force and effect on and after the 3rd day of February, 1913.

This Commission's Order No. 382 shall be amended so as to provide the following ratings:

The following items shall be added as exceptions to Western Classification and numbered by the carriers so as to appear in alphabetical order:

ITEM 1. C. L.
 Fruits, tropical, consisting of bananas, grape fruit, lemons, oranges and pine-apples in straight or mixed carloads, minimum weight 20,000 pounds 4

ITEM 2.

Fruits and vegetables, other than tropical, shall take the following rates and minimum weight when loaded in straight carloads:

	Min. Wt. Lbs.	Rate.
Apples	22,000	B
Apricots	20,000	A
Artichokes Globes	20,000	A
Artichokes Heads	20,000	A
Artichokes Tubers	20,000	C
Asparagus	20,000	A
Beans	20,000	B
Berries	20,000	A
Beets	20,000	C

	Min. Wt. Lbs.	Rate.
Beets with tops	20,000	B
Cabbage	20,000	C
Carrots	20,000	C
Carrots with tops	20,000	B
Cauliflower	20,000	A
Celery	20,000	A
Cherries	20,000	A
Citrons	20,000	C
Cranberries	20,000	A
Cow Peas	30,000	C
Corn	20,000	B
Cucumbers	20,000	B
Egg Plant	20,000	A
Grapes	20,000	A
Horse Radish roots	20,000	C
Lettuce	20,000	B
Mellons	20,000	C
Nectarines	20,000	A
Onions	20,000	C
Onions with tops	20,000	B
Onion Sets	20,000	C
Oyster Plants	20,000	A
Parsnips	20,000	C
Parsnips with tops	20,000	B
Peaches	20,000	A
Pears	20,000	B
Peas	20,000	B
Peppers	20,000	A
Plums	20,000	A
Potatoes	24,000	C
Pumpkins	20,000	C
Quinces	20,000	A
Radishes	20,000	B
Rhubarb	20,000	A
Rutabagas	20,000	C
Spinach	20,000	B
Squash	20,000	C
Sweet Potatoes	24,000	C
Tomatoes	20,000	C
Turnips	20,000	C

Mixed carload shipments of any or all of the above articles may be made at the highest rate and highest mini-

imum weight applicable upon any of the commodities entering said mixture; Provided, that if partitions or bulk-heads be necessary the same shall be supplied by the shippers at their own risk and expense. Any or all of the above articles may be stopped not more than twice in transit for the purpose of completing loading at a charge of \$5.00 for each stop, providing such stops are within thirty miles of the original point of origin of such shipment and such shipments may be stopped once in transit for the purpose of unloading at a charge of \$5.00, providing said car has not been stopped in transit for the purpose of completing loading.

ITEM 3.

Canned goods (as described in Western Classification No. 50 and approved supplements thereto or re-issue thereof carrying a carload rate) may be shipped in straight or mixed carloads, minimum weight 30,000 pounds at 2 cents higher than Class C
 Observing as a maximum at all mileages rates under Class B

ITEM 4.

Salt, carloads, minimum weight 30,000 pounds..... C

ITEM 5.

Salt, tonic, carloads, minimum weight 30,000 pounds..... D

ITEM 6.

Water in tank cars (other than mineral or medicated) will be made specific in each instance by the proper railroad officials. Agents should wire.....
 for proper rate to apply and immediately upon quotation of such rate notice of same shall be filed with this Commission.

AMEND ITEM 23 BY ADDING:

Canned goods A 3 cents, B 5 cents, C 7 cents.

All orders or parts of orders heretofore issued by this Commission which in any way conflict with the rates, rules and regulations named herein are hereby cancelled and superseded.

The Commission reserves the right to relieve the carriers or others from any hardships caused by the enforcement of the foregoing order.

Dated at Oklahoma City this 21st day of January, 1913.

ORDER No. 667.

Cause No. 1712.

Oklahoma Traffic Association,

Complainant.

vs.

Atchison, Topeka & Santa Fe Railway Company, *et al.*,

Defendants.

Pursuant to petition filed in the above entitled cause on the 6th day of December, 1912, and pursuant to the issuance and service of said petition upon the above named defendants, and hearing having been held upon same in the office of this Commission on the 10th day of January, 1913, you are hereby notified that the following order shall be in full force and effect on and after the 3rd day of February, 1913:

This Commission's Order No. 382 shall be amended so as to provide the following ratings:

The following items shall be added as exceptions to Western Classification and numbered by the carriers so as to appear in alphabetical order:

ITEM No. 1.

PEANUTS

RAW

	LCL	CL
IN THE SHELL		
In boxes or barrels	3	
In bags	3	

SHELLED

In boxes or barrels	4	
In bags	3	

OTHER THAN RAW

IN THE SHELL

In boxes or barrels	3	
In bags	3	

SHELLED

In boxes or barrels	3	
In bags	2	

RAW, minimum weight 24,000 pounds A

OTHER THAN RAW, minimum weight 24,000
pounds 5

All orders or parts of orders heretofore issued by this Commission which in any way conflict with the rates, rules and regulations named herein, are hereby cancelled and superseded.

The Commission reserves the right to relieve the carriers or others from any hardships caused by the enforcement of the foregoing order.

Dated Oklahoma City, Okla., this 22nd day of January, 1913.

ORDER No. 672.

Cause No. 1518.

Travelers Corporation of Oklahoma,

Complainant.

vs.

Atchison, Topeka & Santa Fe Railway Company, *et al.*,

Defendants.

Pursuant to petition filed in the office of the Corporation Commission on the 2nd day of January, 1912, issued and served on the above named defendants on January 3, 1912, and pursuant to various hearings held upon said petition, you are hereby notified that the following order shall be in full force and effect on and after the 1st day of March, 1913.

RULE No. 1.

The Atchison, Topeka & Santa Fe, Chicago, Rock Island & Pacific, Gulf, Colorado & Santa Fe, Missouri, Kansas & Texas Railway Companies and St. Louis & San Francisco Railroad Company are hereby ordered to have printed and placed on sale in all of their coupon offices and stations mileage books or interchangeable scrip in denominations of 1,000 miles or \$25.00 and such additional denominations in excess of these amounts as said defendants may desire to issue.

RULE No. 2.

The above referred to mileage books or interchangeable scrip shall be in the following form: there shall be a double cover of substantial and durable card-board opening at the end, not to exceed six inches in length and three inches in width and inside said covers there shall be printed a long strip, which shall be subdivided into miles or cents as the defendants may desire, each sub-division being good for one mile

or for one cent as the case may be, and such sub-divisions shall be consecutively numbered from the first sub-division to the last sub-division for the total amount contained in said book. The outside cover of said book shall have printed thereon the names of each of the defendants named herein and a statement to the effect that said book is good for transportation over the lines of any and all of said carriers in the State of Oklahoma.

RULE No. 3.

The above books shall be sold at a rate not exceeding 2½ cents per mile and shall be accepted on the trains, by the conductors of each and every defendant named herein, as transportation from the original purchaser and shall be treated by said conductors the same as other general transportation.

Said mileage books or interchangeable scrip shall be accepted by the baggage agent of the respective defendants for the purpose of checking baggage, the same as though other general forms of transportation were presented, and the baggage agent shall indicate upon that portion of the mileage or interchangeable scrip necessary to cover the distance which said baggage is checked, that said baggage was checked showing the stations between which said mileage was used and that portion of said mileage shall thereafter be available only for transportation between those points and then only if used prior to the succeeding mileage.

RULE No. 4.

The carriers may require the purchaser to sign his name on said book and it may provide that said mileage slips or interchangeable scrip shall only be honored when presented by the original purchaser, and make such other rules, regulations and requirements as may seem proper where such rules, regulations and requirements seek to prevent abuse of the book from any of the following causes:

- (a) Use by other than the original purchaser.
- (b) Improper use of book for the purpose of stopping trains at flag stations.
- (c) Improper checking of baggage by use of said book.

RULE No. 5.

All rules and conditions heretofore mentioned which may be adopted by the carriers, defendants herein, shall be printed on the

inside covers of said book and shall be set out in full and submitted to this Commission for approval prior to the issuance of said book.

RULE No. 6.

The use of said mileage books may be restricted to one year and the carriers may provide that if the original purchaser has not ridden or used a minimum of 1,000 miles during said period that said book shall be forfeited, except, if the total mileage traveled by said passenger at a rate of 3 cents per mile is not in excess of the amount paid for said book, the carrier issuing said book shall refund to the purchaser the difference between the amount paid for said book and 3 cents per mile for each mile traveled by such holder during said year.

The Commission reserves the right to direct the basis of divisions and the method of accounting between the defendants named herein, providing said defendants cannot agree among themselves, and the Commission further reserves the right to relieve the defendants or the public from any hardships that may be imposed by the application of the above order.

Dated at Oklahoma City, Okla., this 6th day of January, 1913.

ORDER No. 673.

Cause No. 1660.

To All Railroads:

It is hereby ordered by the Corporation Commission of Oklahoma that each of the carriers named herein shall file in the office of this Commission a true copy of all effective time cards or train schedules governing the movement of passenger and freight trains between points in the State of Oklahoma and a true copy of all supplements to or re-issues of such time cards or train schedules shall be filed prior to their effectiveness.

It is further ordered that on the first day of each month each of the above named carriers in the State of Oklahoma shall advise the Commission by mail the number of the effective time card or supplement governing each division of their lines in Oklahoma.

Dated at Oklahoma City, Okla., this 7th day of February, 1913.

ORDER No. 689.

Cause No. 1561.

To all Railroads and Railways Operating Steam, Electric, or Gasoline, Trains or Cars in the State of Oklahoma; to all Express, Telephone and Telegraph, and Sleeping Car Companies; to all Gas and Electric Light, Heat and Power Companies, and to all other Public Service Corporations, and to whom it may concern:

Pursuant to publication of Proposed Order No. 106 as required by law and hearing had therein in the office of the Corporation Commission on the 9th day of April, 1912, you are hereby notified that on and after the 21st day of April, 1913, a date after publication once a week for four consecutive weeks, in the Daily Oklahoman, a newspaper of general circulation, published in the City of Oklahoma City, Oklahoma County, Oklahoma, as required by law that the following order, rule, regulation and requirement will be in full force and effect:

Each and every Railroad or Railway operating Steam, Electric or Gasoline Trains or Cars in the State of Oklahoma; all Express, Telephone and Telegraph Companies, Oil Pipe Line Companies, Sleeping Car Companies; all Gas or Electric Light, Heat or Power Companies, and all other Public Service Corporations coming under the supervision of the Corporation Commission of Oklahoma are hereby required to file with the Commission true and complete duplicate copies of all contracts, leases, agreements or arrangements with other persons or companies now in effect and such as may hereafter be entered into, as soon as practicable after execution, affecting the carriage or transportation of persons or property, or relating to the transmission of messages or communications between points within the State of Oklahoma, or to the handling, use or rental of lines, equipment or facilities; provided, that this shall not include ordinary contracts or bills of lading or passenger tickets, the rate or charge for which is specified in tariffs filed with the Commission, provided, however, that a sample of each kind of railroad, railway or express company way bill, ticket or bill of lading will be kept on file, same to represent a particular class or form of ticket or way bill, and further provided that sample form of each kind of telephone contract or gas or electric meter contract is filed with the Commission to represent that particular class of contract. Provided further, that the Commission will be furnished upon its request any original copy or copies of any contract, lease, agreement or arrangement that it may require.

When any contract shall be terminated from any cause whatso-

ever, or shall in any manner be changed, the parties thereto, over whom the Corporation Commission has jurisdiction, shall notify the Commission by letter of all such changes or terminations.

In witness whereof we have hereunto set out hands and affixed the seal of said Commission this the 27th day of March, 1913.

Dated at Oklahoma City, Okla., this 27th day of March, 1913.

ORDER No. 699.

Cause No. 1654.

To All Railroads:

In pursuance of issuance and service of Proposed Order No. 117 relative to the necessity of the promulgation of an order relative to the time in which baggage shall be received and checked and movement of said baggage, and pursuant to hearing held in Oklahoma City in the office of the Commission on September 10, 1912, you and each of you are hereby notified that the following order shall be in full force and effect on and after the first day of May, 1913.

RULE No. 1.

Where baggage is delivered to a railroad company at its regular baggage room or passenger depot platform within a reasonable time prior to the departure of the train for which it is intended, and a request is made upon the carrier's representative at said depot within a reasonable time before the departure of said train, and said request is accompanied by proper railroad transportation between the points where said baggage is desired to move, said baggage must be immediately checked and a receipt of said checking, in the form of a duplicate check or otherwise, shall be given to said passenger.

RULE No. 2.

It shall be the duty of the carrier to see that all baggage is moved on the first available train after same is checked.

All orders or parts of orders heretofore issued by this Commission which are in conflict with the rules, regulations and requirements named herein, are hereby cancelled and superseded.

Dated this 17th day of April, 1913, at Oklahoma City, Oklahoma.

ORDERS ISSUED JULY 1, 1913 TO JUNE 30, 1914.

ORDER No. 712.

Cause No. 1789.

Tulsa Street Railway Co.,

Complainant.

vs.

Missouri, Kansas & Texas Railway Co.,

Defendant.

ASKING FOR TRACK CROSSING.

APPEARANCES:

For Complainant: Martin, Bush & Moss, by Mr. Bush.

For Defendant: C. L. Jackson.

OPINION AND ORDER.

By the Commission:

The Tulsa Street Railway Company filed complaint against the Missouri, Kansas & Texas Railway Company, asking for track crossing over track and right of way of defendant, on Nogales Avenue in the city of Tulsa, alleging that such crossing is necessary for complainant to make an extension of its street car line over said avenue and a distance east of defendant's tracks in order to give to the public transportation facilities to a new park containing about thirty (30) acres, same being known as Owens Park.

The evidence shows that the City Park Board of the City of Tulsa has expended approximately \$50,000.00 in improving and beautifying said part; that a large proportion of the residents of the city live on the west side of the tracks of defendant, and that the only feasible place of crossing with tracks of the street railway company is on Nogales Avenue; that for a period of two years the complainant has been operating its cars up to defendant's right of way.

There are no contentions upon the facts, and little difference between the complainant and defendant upon the character of terms of contract for such crossing, the principal contention being upon one paragraph in the contract drawn and presented to complainant, by defendant, stipulating among other things that "The Street Railway Company hereby assumes all risk of injury or damage to any of its cars and contents and injuries to or deaths of any of its employees and

passengers, as well as injuries or damage to the equipment, cars and contents of the Railroad Company, and injuries to or deaths of any of the employees or passengers of the Railroad Company, resulting from any acts or omissions of the Street Railway Company, or its employees, in the operation of its cars across and over the tracks of the Railroad Company, which injuries or damages are not caused by the negligence of the Railroad Company, its servants, agents or employees."

This would appear to be a contract upon the part of one party in the contract and would be more or less unfair; that an obligation is required of complainant, the like of which is not assumed by the defendant, when the law would fix the responsibility for any accident, depending upon the facts shown to be the cause thereof and any stipulation the purpose of which would be to limit the responsibility of the one and fix upon the other such a portion thereof as it should not bear, is an unreasonable demand. Each company should take the responsibility for its negligence and short comings when such causes a death, damage or injury.

Another contention was upon the demand of defendant that it be permitted to maintain the crossing at the expense of complainant. The Commission can not conceive that there is any justice in this demand, as the complainant is entitled to be permitted to maintain the crossing upon a standard set or fixed by the railroad company, then if the maintenance is not up to such standard the defendant should make such maintenance to conform to such standard, at the expense of the complainant company.

The Commission finds that the track crossing as prayed for by complainant is necessary to an efficient street car service and the convenience of the people of the City of Tulsa in going to and returning from the principal public park.

From an examination of standard forms of contracts used by the railway companies of the State, the Commission finds that they universally provide that the crossing be installed by the new or crossing company and that such crossing shall forever be maintained by them. If interlocker system is necessary to be installed, the new company shall install, but both shall pay for same, for its operation and maintenance, each bearing one-half the cost and expense of same.

This provision is entirely in conformity with the laws of the State, which provide that the company seeking to cross at grade with its tracks the tracks of another railroad, shall pay for construction, operation and maintenance or bear the expense of operation and maintenance of such crossing. It also provides that when interlocking sys-

tem or other safety devices are installed each shall bear one-half the expense of construction and operation of such plant. Sec. 27, Art. IX, Constitution of Oklahoma.

In *Bartlesville Interurban Ry. Co., vs. Atchison, Topeka & Santa Fe Railway Co.*, the Commission ordered a grade track crossing over the lines of defendant (Commission's Order No. 123), leaving to the companies the working out of details as to the character of crossing.

The defendant company filed in the Supreme Court an application for Writ of Prohibition against the enforcement of the order, on jurisdictional grounds. The writ was denied. *A. T. & S. F., v., Corporation Commission*, 22 Okla., 106.

It is not necessary here for the Commission to say whether or not an interlocking plant will be required for the proper protection and for safety of operation of the crossing in question, and if in the judgment of the parties hereto such plant is necessary, they may agree upon a standard safety device or interlocking plant, following the requirements of the law as to cost of installation, operation and maintenance of same.

It is therefore ordered, that the defendant, the Missouri, Kansas & Texas Railway Company, permit the complainant, the Tulsa Street Railway Company to cross with its tracks the tracks of defendant at Nogales Avenue, in the City of Tulsa, allowing complainant to construct same of materials and workmanship equal to the standard of construction of Missouri, Kansas & Texas Railway Company's grade track crossings on that part of its line between Osage and Verdard; that complainant shall maintain such crossing up to standard of maintenance of such crossings and in the event complainant shall fail to so maintain the crossing, after 10 days written notice having been served upon it by defendant, said defendant company shall bring up such maintenance to the standard and shall have the expense thereof reimbursed to it by complainant. In the event of a disagreement upon the question of whether or not at any time the maintenance is up to the standard, the Commission upon request of either party will determine, after investigation or inspection, the questions involved in such disagreement.

This order shall be in full force and effect on and after July 12th, 1913, after which date construction of such crossing may be begun.

In witness whereof, we have hereunto set our hands and affixed the seal of the Commission, this the 1st day of July, A. D., 1913.

ORDER No. 712-A.

Cause No. 1789.

Tulsa Street Railway Company,

Complainant.

vs.

Missouri, Kansas & Texas Railway Company,

*Defendant.***AMENDMENT OF ORDER No. 712.**

In the promulgation of Order No. 712, requiring the defendant to permit the Tulsa Street Railway Company to cross its track in the City of Tulsa, nothing was said as to the flagging of the trains over this crossing. The defendant insists that the order should prescribe these regulations.

It was assumed when the original order was promulgated it would be operated as all other street car and railroad crossings are operated, that is, a street car upon approaching the crossing would stop and the conductor would go to the center of the railroad track and give a forward signal to the motorman, and that the railroad company should not be burdened with stopping at this crossing, as is the custom at all regular railroad crossings, and that the railroad trains would not be required to stop except to avoid collisions, when possible, if a street car should attempt to cross the track at an improper time. However, the original order will be supplemented with the following:

It is hereby ordered that this Commission's Order No. 712 be amended by adding to its provisions the following:

The complainant, the Tulsa Street Railway Company, when crossing defendant's railroad at Nogales Avenue in the City of Tulsa, after said crossing shall have been established, shall stop all cars to be moved over said crossing at a point not closer than ten feet to the nearest rail of the defendant company's line, and no car of complainant company shall be moved over said crossing until an authorized representative of complainant company has given the motorman a recognized proceed signal, which signal shall not be given unless the railroad track is absolutely clear of approaching trains, or until such motorman has ascertained by some other adequate means that it is safe for his car to move over the crossing.

The defendant, the Missouri, Kansas & Texas Railway Company, shall approach said crossing with its trains under complete control and nothing herein shall be construed as relieving said company from the

necessity of exercising due diligence to prevent accident at said crossing.

This order shall be in full force and effect on and after the date on which the construction of crossing required by Order No. 712 is completed and ready for operation.

Dated Oklahoma City, Okla., July 5th, 1913.

ORDER No. 713.

Cause No. 1767.

City of Cleveland, Oklahoma,

By J. M. Hays, City Attorney,

Complainant.

vs.

Cleveland Water Company,

Defendant.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

J. M. Hays, and others of Cleveland, Oklahoma, filed complaint against the Cleveland Water Company, asking for improved water service.

The evidence shows that the town of Cleveland does not get a sufficient water pressure at times during a fire and also that the water pipes are partly filled with sand and other substances; some irregularities in getting the alarm to the water plant; some complain about not getting a sufficient supply of water at some of the residences and at the hotel.

The defendant claims that a good deal of water is allowed to go to waste at some of the residences and other places, and if the water were not allowed to do that, there would be a sufficient supply at all times. There was no evidence to show that the pipes were ever flushed to wash out the sand and other substance. We think the water mains should be flushed once a month as well as all water pipes at residences, and the city authorities should order that done and notify the water company to give good pressure at that time.

It is hereby ordered by the Commission that the Cleveland Water Company shall furnish an adequate water supply to the town of Cleve-

land and its citizens at all times, and give a good and sufficient steam pressure during a fire, and the Fire Department must arrange with the local telephone company to call the water plant to tell them of a fire especially when there is a high wind. This order to take effect on and after July 20, 1913.

Oklahoma City, Oklahoma, July 7, 1913.

ORDER No. 714.

Cause No. 1726.

R. L. Redwine, *et al.*, Spiro,

Complainants,

vs.

Kansas City Southern Railway Company,

Defendant.

APPEARANCES:

For Complainants: R. L. Redwine.

For Defendant: James McDonough, Attorney.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

R. L. Redwine and others, filed complaint with the Commission asking for a new passenger depot at Spiro, and that the present freight depot be moved across the tracks on the same side of the tracks as the town of Spiro.

The evidence shows that the present passenger depot was built there when the Kansas City Southern was built some twenty years ago and later added to when the town of Spiro was small, and that it has an old dilapidated appearance and is not in keeping with the business part of the town that has two and three story business buildings that are modern and up to date. Both passenger and freight depots are on the opposite side of the tracks of the Kansas City Southern Railroad from the town and people going to the passenger depot have to cross over four tracks and in going to the freight depot have to go about two blocks farther than they would should the depot be moved across the tracks from where it now stands, which would make it more convenient to the business part of the town and avoid the danger of crossing any tracks at all.

The railroad company submitted a blue print which showed that they had contemplated a change in their track arrangement which they said would incur a cost of about \$50,000, which we think is too much. We think the company can devise a plan to suit the people of Spiro and give necessary relief at half that cost.

In the order of the Corporation Commission in the Durant Union passenger depot case, which was appealed to the Supreme Court, that court reversed the order of the Commission on the grounds that the location was put on the opposite side of the Katy Railroad tracks from the business part of the town, which made it very hazardous for the people in crossing its tracks to reach the depot. There are several enterprises and residences in Durant on the side of the track where the depot was ordered built, while in Spiro there is only one or two small two room houses on the opposite side of the Kansas City Southern tracks from the town. Guthrie has three roads using the Santa Fe depot, all of which run trains in and out at about the same time, while branch line trains come in first and unload their passengers on their tracks and wait for the main line trains to come in and unload. After main line passenger trains leave, the branch lines load and leave in regular order. The same can be done at Spiro and avoid all danger of passengers having to cross any lines of the Kansas City Southern to get to the passenger or freight depots, by arranging for both depots to be on the side of their tracks next to the town. There is but one main line passenger train to Spiro and the others are branch trains and trains that operate on branch lines. The defendant does not deny the need of a new passenger depot at Spiro and the evidence shows that it has been discussed and in contemplation for three or four years as they know and the evidence shows that the present depot is inadequate for the needs of the people that patronize the depot at Spiro.

It is hereby ordered by the Corporation Commission of Oklahoma; that the Kansas City Southern Railway Company move its freight depot at Spiro, Oklahoma, across on the opposite side of the tracks on the side of the railroad next to the business side of the town. . Also build a new passenger depot at Spiro, the same to be located on the side of its railroad next to the town of Spiro, Oklahoma, all to be completed by November 1, 1913.

Oklahoma City, July 7, 1913.

ORDER No. 715.

Cause No. 1773.

Town of Ochelata,

Complainant.

vs.

Indian Territory Illuminating Oil Company,

*Defendant.***APPEARANCES:**

For the Complainant: E. C. Patton and E. F. McKay.

For the Defendant: J. H. Kane, Attorney.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The town of Ochelata, through its citizens filed a complaint against the Indian Territory Illuminating Oil Company, defendant.

The people of Ochelata made a contract with the defendant company some four or five years ago to furnish them gas, which was done, and gave very good service until a few months ago, when a shortage began and for some time the gas has been very short and not sufficient to supply the demands of the town for domestic purposes and to run the town pump which supplies the town with water.

The evidence shows the defendant has taken on and agreed to supply a greater number of oil pumps and engines than it has gas to supply and greater than its pipe line capacity will allow, to the detriment of Ochelata.

The evidence further shows that the town of Ochelata made a contract with the defendant company to take the gas at the Osage line and the town laid their pipe from Ochelata to the Osage line, and there they have been getting their gas and seem to have a prior claim on the defendant for gas, and if they did not, we think the domestic consumers should have the preference, and if the defendant company has not gas enough to supply all its contracts, it should arrange with some other company near by for gas and supply its customers, but the company should give the domestic consumers supply of gas as long as it has gas.

It is hereby ordered by the Corporation Commission of Oklahoma that the Indian Territory Illuminating Oil Company and its successors shall furnish the town of Ochelata with a sufficient amount of gas for domestic and town purposes. This order to become effective on and after July 31, 1913.

Oklahoma City, Oklahoma, July 12, 1913.

ORDER No. 716.

Cause No. 1741.

Mrs. Susie Bidwell, Altus,

Complainant.

vs.

St. Louis & San Francisco Railroad Company,

Defendant.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission :

Mrs. Susie Bidwell of Altus filed complaint against the St. Louis & San Francisco Railroad Company charging violation of Order No. 565.

At the hearing of this complaint the plaintiff did not appear, but the defendant through its General Manager Mr. J. A. Frates, made a statement which showed that the engine to the passenger train gave out on a run and they put in a freight engine which was not equipped for steam heat. The cars had stoves which were neglected to some extent by the crew and did not warm the car like the steam heat, whereby Mrs. Bidwell contracted a cold that gave her some trouble, and caused this complaint to be filed.

The defendant, upon investigation considered the cause was from the negligence of their employees and disciplined them severely and paid Mrs. Bidwell \$125.00 for damages sustained, which satisfied her. The complaint is therefore dismissed.

Oklahoma City, July 12, 1913.

ORDER No. 717.

Cause No. 1777. For Physical Connection.

Jefferson County Telephone Company,

Complainant.

vs.

Pioneer Telephone & Telegraph Company,

Defendant.

APPEARANCES:

For Complainant: Bridges & Vertrees.

For Defendant: S. H. Haris and J. R. Spielman.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

Complaint was filed by the Jefferson County Telephone Company against the Pioneer Telephone & Telegraph Company, representing that after the installation of its exchange in the town and a rural system in connection therewith consisting of about 65 miles of poles and wires with 25 subscribers in the town and about 40 rural subscribers, it entered into a contract with defendant, by the terms of which it was to receive commissions of 10 per cent on all tolls for in and out business; that about August 1, 1912, said contract was abandoned by mutual agreement, since which time, up to April 25, 1913, complainant retained 25 per cent of all amounts received from toll business, on which latter date defendant, without notice to complainant disconnected its toll line from complainant's switchboard and installed a toll station in the outskirts of the town and refuses to reconnect its line, necessitating the payment of a messenger fee for all long distance calls and great inconvenience to the public in going to its toll station.

The complainant substantially states the facts as shown by the evidence and as to what constitutes the facts there is practically no contention.

In addition to such facts as are detailed in the complaint and about which there is no dispute, it is shown by the evidence that the complainant collects for business phones a monthly rental of \$1.75 and for residence phones \$1.25 but makes a reduction from these rental rates of 25 per cent per month where subscribers own their telephones. Rural subscribers pay a monthly rental of \$1.00.

Defendant contends that complainant is a mutual company and that under the law it is not required to give to complainant physical connections; this contention cannot reasonably receive consideration as it is shown that all subscribers pay a stated monthly rental and are expected to pay same in advance. From the evidence it is apparent that complainant is a telephone corporation organized for profit, and while it is shown that no dividends have been paid, that does not curtail the qualities characteristic of corporations organized for profit; complainant may be what might be termed a semi-mutual concern, because some of the subscribers may own their telephones and some rural subscribers may own the lines leading to their residences, but the fact remains that all subscribers pay a stated monthly rental and if earnings are made the stockholders will share them in the proportion of their respective stock ownership.

The evidence shows that defendant made complainant an offer of 12½ per cent for handling its business before discontinuing the service, as connected with the complainant's switchboard, that defendant now maintains in a residence a toll station which is not connected with the exchange switchboard and all who desire to use the toll line service are compelled to go to the toll station in order to get the service, necessitating the use of a messenger and the expense to patrons of a messenger fee; for the operation of the toll station, defendant pays an operator \$15.00 per month; the largest amount of commissions paid complainant for any one month was \$21.07, the average for a nine month's period of the year 1912, as shown by the statement filed, was \$10.60.

No evidence was offered to show what the cost of service was to either complainant or defendant; the complainant simply contended that 10 or 12½ per cent commissions were too low and defendant contended that such rates were customary percentages paid in other towns. The Commission, therefore, has not at hand the information from which to properly determine what the proper rate of commission should be and will not at this time undertake to say what rate should be paid.

Section 5, Article IX of the Constitution, provides:

"All telephone and telegraph lines, operated for hire shall each respectively receive and transmit each other's messages without delay or discrimination, and make physical connections with each other's lines, under such rules and regulations as shall be prescribed by law, or by any commission created by this Constitution, or any act of the Legislature for that purpose."

In that section the rights of the public to service are recognized and those rights were paramount, in the minds of the law-makers, to any supposed right of either of the two companies, insofar as concerns the terms upon which connections will be made. There can, in this case, be no doubt as to the rights of the patrons of the complainant company—they are entitled to all that law and right and justice will give them. The rights of the two telephone companies are secondary, when all that is involved is the question of division of tolls.

The average commissions for the last four months shown in the statement would be approximately the amount paid by defendant to its operator, and in the opinion of the commission, pending adjustment, defendant should pay complainant that amount. The present arrangement does not afford to subscribers the service to which they are entitled and the Commission is not disposed to withhold from them

adequate service, pending a final determination or adjustment of what amount of commission should be paid; and if said sum is not satisfactory to either, and an amicable adjustment cannot be made, upon request of either party, the Commission will take up for consideration and determination the question of what is a reasonable compensation for handling toll business.

It is, therefore, ordered that complainant, the Jefferson County Telephone Company and the defendant, the Pioneer Telephone & Telegraph Company, make physical connections of the toll lines of defendant with the switchboard of complainant in such manner as to give to all town and rural subscribers as good service as the facilities will afford, and until a final adjustment or determination of a satisfactory basis of division of tolls, the defendant shall pay to complainant the sum of Fifteen Dollars (\$15.00) per month, the amount now paid to the toll station operator.

This order shall be in full force and effect on and after Aug. 1st, 1913.

Dated at Oklahoma City, Oklahoma, this 14th day of July, 1913.

ORDER No. 718.

Cause No. 1795.

J. P. Wallis, Haywood,

Complainant.

vs.

Chicago, Rock Island & Pacific Railway Company,
Defendant.

APPEARANCES:

For Complainant: Milney & Turner.

For Defendant: E. P. Kelly.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

J. P. Wallis of Haywood filed a complaint against the Chicago, Rock Island & Pacific Railway Company, asking for shipping facilities at New Hope.

The evidence shows that New Hope is one mile west of Barnett where there is a good siding and box depot with roads to the railroad.

Also Barnett has two stores, school house and some other improvements, all of which are accessible to a large scope of farmers. Haywood is a little over a mile west of where New Hope is wanted and has a switch and saw mill, while there is nothing at New Hope but a post-office recently moved there from Barnett,

The Commission cannot see that there is any need of a switch at New Hope as there are shipping facilities at both Barnett on the east and Haywood on the west. Therefore, the complaint is dismissed.

Oklahoma City, July 16, 1913.

ORDER No. 719.

Cause No. 1784. Citation No. 435.

In re information of T. F. Mitchell and T. J. Long, Oklahoma City,
vs.
Brittain Bros. of Oklahoma City.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

T. F. Mitchell and T. J. Long filed complaint against Brittain Bros. of Oklahoma City, for violation of Order No. 653.

The evidence shows that the plaintiffs ordered Coca Cola and some soft drinks from the defendant and the goods were sent. The plaintiff ordered them returned and the next day ordered goods again and had them returned, saying the defendant found some objections to their having goods of some of their competitors on hand, and did not want the plaintiffs to handle any other soft drink goods and handle their's alone, which was denied by the defendant.

Order No. 435 provides that the defendant, Brittain Bros. cannot discriminate in selling their soft drinks and must sell to all alike and at the same price for the same quantity and quality. There is nothing in this evidence to show that they had refused to sell their goods to the plaintiff until they had ordered the goods returned, after which the defendant had no right to send any more of his goods to be again returned.

This case was dismissed.

Oklahoma City, July 17, 1913.

ORDER No. 720.

Cause No. 1782.

Asking that the Defendant be restrained from giving free telephone service in the town of Forgan, Oklahoma.

Beaver Telephone Company,

Complainant.

vs.

Ft. Supply Telephone and Telegraph Company,

*Defendant.***FINDINGS OF FACT, OPINION AND ORDER.**

By the Commission:

The complainant represents that it is a corporation operating a telephone exchange in the town of Forgan for hire. That the Supply Telephone & Telegraph Company installed an exchange in the town and installed telephone instruments in business houses and residences to furnish service free of charge and that the installation of free telephones brought about unfair competition and prays the Commission to make an order requiring defendant to desist in furnishing such free service.

The defendant filed answer in which it denies all material allegations made in complaint.

Several witnesses for complainant testified that telephones had been installed in their places of business and residences without charges being made other than for long distance or toll service; that it was understood when the instruments were installed no local or exchange service would be rendered and that the instruments were placed as toll pay stations.

Employees of the defendant company testified that the Company had issued verbal and written instructions to the effect that no service, other than toll and rural line, should be rendered by the central operator and that such instructions had been faithfully carried out, except in emergency cases, sickness, etc.

It is the opinion of the Commission that the complainant has failed to sustain its allegations concerning the rendering of free telephone exchange service.

It is therefore ordered that the complaint will be and is hereby dismissed.

Dated at Oklahoma City, Okla., this 18th day of July, 1913.

ORDER No. 721.

Cause No. 1802.

TO THE

Atchison, Topeka & Santa Fe Railway Company,
Chicago, Rock Island & Pacific Railway Company,
Clinton & Oklahoma Western Railway Company,
Fort Smith & Western Railroad Company,
Fort Smith, Poteau & Western Railway Company,
Gulf, Colorado & Santa Fe Railway Company,
Kansas City, Mexico & Orient Railway Company,
Kansas City Southern Railway Company,
Midland Valley Railroad Company,
Missouri, Kansas & Texas Railway Company,
Missouri, Oklahoma & Gulf Railway Company,
Oklahoma Central Railway Company,
St. Louis, & San Francisco Railroad Company,
St. Louis, El Reno & Western Railway Company,
St. Louis, Iron Mountain & Southern Railway Company,
Sand Springs Railway Company,
Texas, Oklahoma & Eastern Railroad Company,
Wichita Falls & Northwestern Railway Company.

Pursuant to issuance and service of Proposed Order No. 128, and pursuant to hearings held upon said Proposed Order by this Commission, said Proposed Order having been addressed to the railroads and railways above named, and being upon the question of promulgating rates, rules, regulations and requirements governing the movement and assessment of charges upon shipments of packing house products, fresh meats and kindred commodities in peddler cars between points within the State of Oklahoma on the lines of the railroads and railways above named:

It is hereby ordered that, on and after the 1st day of August, 1913, the railroads and railways named above shall not assess or collect a greater rate for the shipment in less than carload lots, in peddler cars, of the commodities named herein between points on their lines in this state, than provided herein, and that insofar as they are applicable, the rules and regulations named herein shall govern the handling and assessment of charges upon such commodities in such cars between points in the State of Oklahoma, and otherwise to be governed by rules contained in orders heretofore or hereafter issued by this Commission.

RULE No. 1.

Rates in cents per 100 pounds.

Distances—Miles.	No. 1	No. 2	Distances—Miles.	No. 1	No. 2
10 and less	10	14	180 and over 175	30	41
15 and over 10	11	15	185 and over 180	31	42
20 and over 15	11	15	190 and over 185	31	43
25 and over 20	11	15	195 and over 190	32	44
30 and over 25	12	16	200 and over 195	32	44
35 and over 30	13	18	210 and over 200	33	45
40 and over 35	14	19	220 and over 210	34	47
45 and over 40	15	20	230 and over 220	34	48
50 and over 45	16	22	240 and over 230	35	50
55 and over 50	16	23	250 and over 240	36	50
60 and over 55	17	24	260 and over 250	36	51
65 and over 60	18	25	270 and over 260	38	53
70 and over 65	19	27	280 and over 270	39	54
75 and over 70	20	28	290 and over 280	39	56
80 and over 75	21	29	300 and over 290	40	57
85 and over 80	21	30	310 and over 300	42	59
90 and over 85	22	30	320 and over 310	43	59
95 and over 90	22	31	330 and over 320	43	60
100 and over 95	23	32	340 and over 330	44	62
105 and over 100	23	32	350 and over 340	46	63
110 and over 105	24	33	360 and over 350	46	65
115 and over 110	24	33	370 and over 360	47	66
120 and over 115	25	34	380 and over 370	48	66
125 and over 120	25	35	390 and over 380	48	68
130 and over 125	25	35	400 and over 390	49	69
135 and over 130	26	36	410 and over 400	51	71
140 and over 135	26	36	420 and over 410	52	72
145 and over 140	27	37	430 and over 420	52	72
150 and over 145	27	38	440 and over 430	53	74
155 and over 150	28	38	450 and over 440	55	75
160 and over 155	28	39	460 and over 450	56	77
165 and over 160	29	40	470 and over 460	56	78
170 and over 165	29	41	480 and over 470	57	80
175 and over 170	30	41	490 and over	57	80

RULE No. 2.

Rates named in Column 1 of Rule No. 1 will apply on less than carload shipments as follows:

Bladders, Hog Bristles, Canned Meats (with or without vegetables ingredients), Canned Soups, Casings, Chili Con Carne, Corned Beef, Hash, Cotton Seed Cooking Oil, Cotton Seed Foods, Cracklings, Dry Weasands, Glue Jelly (sheet, flake or ground), Grease, Hair (hogs), Hams, Intestines (uncleaned), Lard and Lard Substitutes, Lard Compound and Lard Substitutes, Meats, cured or pickled, Meats, canned, Meats, dried or salted, Meats, pickled in glass, Neatsfoot Oil, Oleo Oil, Pigs' Feet, Sausage (canned, dried, smoked or pickled), Sheep Skin, Trimmings, Shoulders, Strarine, Tails or Switches (green), Tallow, Tallow Oil, Tongues (pickled), Tripe.

All shipments to be forwarded in safe secure packages as prescribed for such less than carload shipments by Western Classification No. 50 or approved re-issues thereof.

RULE No. 3.

Rates named in Column 2 of Rule No. 1 apply on shipments of fresh meat in less than carload lots.

RULE No. 4.

The rates named in Rule No. 1 are for shipments moving over one line or via two or more lines directly or indirectly under the same management and control. For shipments moving via two lines, not directly or indirectly under the same management and control, add 2½ cents to the rates shown in Column 1 of Rule No. 1, and three cents to rates shown in Column 2 of Rule No. 1. For shipments moving via three or more lines, not directly or indirectly under the same management and control, add 3 cents to rates named in Column 1 of Rule No. 1, and 3½ cents to rates named in Column 2 of Rule No. 1.

RULE No. 5.

The above named rates are to cover shipments moving in what are commonly known as peddler cars.

RULE No. 6.

The following articles may be shipped in peddler cars, subject to the actual class rates applicable on same at time of shipment and the revenue derived therefrom shall be applied to make up the minimum necessary for said peddler cars:

Butterine, Dressed Poultry, Mince Meat, Cheese, Oleo Margerine or other commodities (not here specified), which are commonly handled and shipped by packing houses.

RULE No. 7.

The expense of initial icing of such peddler cars and of re-icing same in transit shall be borne by the shipper.

RULE No. 8.

Advance arrangements need not be made for the movement of peddler cars but the shipper shall give notice in writing to the carrier at least three days prior to the movement of a peddler car via a route over which peddler cars have not theretofore been operated except in cases of wash-outs or other track obstructions where regular peddler cars are forwarded via other than their usual routes. On demand of the carrier peddler cars shall be furnished and supplied by the shipper subject to such payments for mileage, etc., as are commonly in effect upon the line or lines handling said shipments.

RULE No. 9.

Cars may be stopped in transit at any point between origin and destination to unload any part of said shipment and the rates to be

assessed upon such part or portion so unloaded shall be the rate effective from point of origin to such destination.

RULE No. 10.

The minimum charge for each peddler car shall be the charge for 10,000 pounds at the rates named in Column 1 of Rule No. 1 from point of origin to the final destination of the car via the low rate route via which said car must move, unloading points considered.

(Explanation of the above rule: Car loaded at Oklahoma City, delivered to the Frisco, first stop Sapulpa, last stop, Durant. Mileage should be figured from Oklahoma City to Durant via Sapulpa for the purpose of ascertaining minimum. Car delivered to Frisco at Oklahoma City, first stop, Ada, last stop, Hugo. Mileage should be figured via all Frisco or via short mileage, two or more lines, Oklahoma City to Hugo via Ada for minimum purposes. In either event, if shipment was in car destined Madill, rate to apply would be the lowest rate applicable from Oklahoma City to Madill via any line, but minimum protects on basis of mileage via lowest rate route from point of origin to final destination, stopping at intermediate unloading points.)

RULE No. 11.

In computing the minimum charge, consignments for points beyond the destination of the car or to points on branch lines short of the destination of the car, shall either be figured by using the entire revenue accruing on such shipments or by using as a basis the local rate from point of origin to the junction point where shipment leaves the car or to destination of the car. If carriers cannot agree upon this rule among themselves, the basis shall be the local rate to junction point or destination of the car.

RULE No. 12.

Shipments loaded in such peddler cars to points beyond the final destination of the car or to points on branch or connecting lines short of or beyond the destination of said car, shall be forwarded from such junction or termini points of said car by the most direct and reasonable available service, but said carriers shall not be responsible for furnishing refrigeration beyond the points where such shipments leave said peddler cars. Shipments under this order may be forwarded prepaid or collect but the shipper shall be responsible to the carrier for the minimum revenue on each of said cars.

RULE No. 13.

This order is governed by Order No. 501 and such other order or

orders heretofore issued by this Commission where said orders do not specifically conflict herewith, in which case this order shall take precedence over said orders heretofore issued.

The Commission reserves the right to direct the basis of revenue divisions under this order where carriers fail to agree, and reserves the right to relieve shippers or carriers of any hardships caused by the enforcement of any of the provisions of this order.

Dated at Oklahoma City, Oklahoma, July 19th, 1913.

ORDER No. 722.

Cause No. 1803.

Proposed Order No. 129.

TO THE

Atchison, Topeka & Santa Fe Railway Company,
Chicago, Rock Island & Pacific Railway Company,
Clinton & Oklahoma Western Railway Company,
Fort Smith & Western Railroad Company,
Gulf, Colorado & Santa Fe Railway Company,
Kansas City, Mexico & Orient Railway Company,
Kansas City Southern Railway Company,
Midland Valley Railroad Company,
Missouri, Kansas & Texas Railway Company,
Missouri, Oklahoma & Gulf Railway Company,
Missouri, Oklahoma & Gulf Railroad Company,
Oklahoma Central Railway Company,
St. Louis, El Reno & Western Railway Company,
St. Louis & San Francisco Railroad Company,
St. Louis, Iron Mountain & Southern Railway Company,
Wichita Falls & Northwestern Railway Company.

APPEARANCES:

W. V. Hardie for the Oklahoma Traffic Association,
R. D. Williams for the Missouri, Kansas & Texas Railway Co.,
H. C. Conley for the St. Louis & San Francisco R. R. Co.,
J. R. Cottingham for the Atchison, Topeka & Santa Fe Ry. Co.,
Pat Portel for the Chicago, Rock Island & Pacific Ry. Co.,
J. C. Burnett for Atchison, Topeka & Santa Fe Ry. Co.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

This order was proposed on the suggestion of the silo manu-

facturers of Oklahoma, asking that silos in carloads be classified as "Class B."

The iron silos are made out of No. 16 galvanized iron with bolts and bar iron. The iron is usually purchased from Pittsburg and is permitted to stop in transit at St. Louis, Kansas City or other manufacturing towns for the purpose of fabrication of preparing the silos, after which it may be shipped on to destination on the through rate. This arrangement applies to Oklahoma City the same as other manufacturing towns and the raw iron can be bought in Pittsburg, laid down at Oklahoma City and manufactured and sent on to final destination on the through rate from Pittsburg, provided it is in the direct line of haul from Pittsburg. If a shipment of unfabricated iron were received on the Santa Fe and manufactured at Oklahoma City and sent back to Guthrie it would not move on the through rate from Pittsburg, but a local rate from Oklahoma City to Guthrie would be charged. Hence this rate is merely to establish a penalty on the back haul.

The proposed order was not resisted by the carriers and the evidence clearly shows that even though it was intended to move the entire output of silos in Oklahoma on this rate, it would be a fair rate as compared with the classification in other states.

The Atchison, Topeka & Santa Fe Railway Company, Chicago, Rock Island & Pacific Railway Company, Clinton & Oklahoma Western Railroad Company, Fort Smith & Western Railroad Company, Gulf, Colorado & Santa Fe Railway Company, Kansas City, Mexico & Orient Railway Company, Kansas City Southern Railway Company, Midland Valley Railroad Company, Missouri, Kansas & Texas Railway Company, Missouri, Oklahoma & Gulf Railway Company, Oklahoma Central Railway Company, St. Louis, El Reno & Western Railway Company, St. Louis & San Francisco Railroad Company, St. Louis, Iron Mountain & Southern Railway Company, Wichita Falls & Northwestern Railway Company are hereby ordered to promulgate the following rates, rules and regulations as an amendment to rates named in Commission's Order No. 382:

ITEM No. 1.

Iron or steel silos, K. D., in packages or loose, when in carloads, shall be classified "Class B". The minimum weight 30,000 pounds per car.

ITEM No. 2.

Iron or steel silos, less than carload, shall be classified as follows: K. D. small parts in barrels or boxes, other parts in packages or loose, 4th Class.

This order shall take effect on and after the 15th day of August, 1913, and if additional time is necessary to prepare the tariff, application may be made to the Commission.

Oklahoma City, July 23, 1913.

ORDER No. 723.

No. 1721.

R. B. Rutherford, Gate, Oklahoma,
Complainant,

v.

Wichita Falls & Northwestern Railway Co.,
Defendant.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The complaint in this case alleges in substance that the shippers in the town of Gate and vicinity, ask that the stock pens at Gate be enlarged, and water supplied and that a shade for stock and also scales be established.

Since the complaint was filed, the stock pens have been enlarged and a deep well has been dug, but it has no wind mill. During the months of June, July, August and September it is extremely dangerous to put hogs in an open pen without any shade and many times the thermometer being above 100. There should be a shade in the stock pens sufficient to shade at least one carload of stock. Hogs are usually driven to the pen during the day and necessarily get hot. Then if they are put in the pen in this condition and required to stay there a few hours, then loaded on the train, heavy losses must necessarily result.

In addition to what the railroad has already done, the Commission will promulgate the following order:

The defendant, the Wichita Falls & Northwestern Railway Company, is hereby ordered to put a shade in the stock pens at Gate, sufficient to shade one carload of stock and to provide some convenient means of getting the water out of the deep well, either by pump, wind mill, or otherwise. The application for scales will be denied. This order to be in full force and effect on and after August 15th, 1913.

Oklahoma City, July 23, 1913.

ORDER No. 724.

No. 1455.

In re Information of C. W. Hinds, Beggs, Oklahoma v. St. Louis & San Francisco Railroad Company, violation of Order No. 167.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

This was a case alleging violation of Order No. 167, for charging an amount in excess of rates prescribed in the order for storage on freight in the depot.

Upon a full explanation of this case the Commission finds that its order was violated through a mistake and the case, is therefore dismissed.

Oklahoma City, July 23, 1913.

ORDER No. 725.

No. 1535.

The Township Board of Kingfisher Township in Kingfisher County, Oklahoma, consisting of Henry Caughell, Trustee, J. M. Britton, Treasurer, Henry Marsh, Clerk,
Complainant,

v.

Chicago, Rock Island & Pacific Railway Company,
Defendant.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The Complaint in this case alleges that at the intersection of the section line and the defendant's railroad there is a public highway and that the crossing across the railroad is dangerous and prays that the Commission require a subway crossing at said point.

The evidence in this case was heard and it is shown that the defendant's railroad in question is a branch line running from Kingfisher to Chandler and only operates one mixed train each way daily, and that the schedule of said train was very slow; that the crossing in question was not an unreasonably dangerous one as compared with some other crossings in the State of Oklahoma. In other words, there are many crossings on the main lines upon which fast trains are operated that

should be relieved before the taking up of ordinary crossings as the one in question on branch lines.

Under all the circumstances in this case, we do not feel the evidence justifies an order requiring the defendant to put in a subway crossing. The complaint is therefore dismissed.

Oklahoma City, July 23, 1913.

ORDER No. 726.

No. 1472.

W. U. Baker, Hobart,

Complainant,

v.

Chickasha Cotton Oil Company,

Defendant.

APPEARANCES:

For the Complainant: R. T. Hays and J. C. Hughes;

For the Defendant: Morris & Standeven, O. J. Logan, M. Rue-
mans, Shartel, Keaton & Wells.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

Complaint in this case alleges in substance that the defendant was paying a higher price for seed at the town of Hobart and in the vicinity, than it was paying for seed in the other part of the state for the purpose of destroying competition and driving the complainant out of business, and asks the Commission to make an order requiring the defendant to desist from such practice.

It is shown from the evidence that the complainant and the defendant are both owners and operators of cotton seed oil mills; that the complainant owns only one small mill located at the town of Hobart; that the defendant and parties interested in its mill own several oil mills and a number of cotton gins in the State of Oklahoma.

It was shown from the evidence that during the cotton seed season in 1911, there was sharp competition between the complainant and defendant for seed in the vicinity of Hobart. The defendant denied that it had raised the price of seed for the purpose of driving the complainant out of business and that it had only met the prices of the complainant. However, in the purchase of seed cotton, the evidence shows that the defendant paid higher prices for seed cotton than any other parties

in that vicinity. Notwithstanding this, the defendant shows that it lost no money and that the price it paid for seed cotton was justified by the final results of the season's business.

The Commission will not go into a detailed discussion of the facts and principles in this case. The defendant, which enjoys a virtual monopoly, or for the purpose of securing a virtual monopoly on any business has no right to pay a different price in one part of the state than in another for the purpose of destroying competition. In this case, the defendant paid a different price in Hobart than what it did in other parts of the state. It claims this was done to meet competition and not trying to destroy competition.

The evidence shows that most of the raises in the price of seed were first made by the complainant and met by the defendant.

It is therefore ordered that the defendant shall not pay a different price in one part of the state for seed after grade and transportation are considered, than in another part of the state for the purpose of destroying competition. It may meet competition in price in any part of the state.

Oklahoma City, July 23, 1913.

ORDER No. 727.

No. 1653.

In re Information of A. I. Thompson, v. Chicago, Rock Island & Pacific Railway Company, Citation No. 402, Violation of Order No. 367.

APPEARANCES:

For the Defendant: C. O. Blake and J. G. Gamble.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

This information was filed by A. I. Thompson, engineer of the Commission, after repeated efforts to secure the actual cost of additions and betterments account. The defendant has insisted upon adding to the actual expenditures, interest, engineering, law expense and contingencies. All items representing this expense that were actually paid are proper to be included in this account, but just an estimated amount of interest, engineering, law expense, and contingencies does not represent actual cost. The engineers of the company are regularly em-

ployed by the year and are paid out of the earnings from operation. However, time so devoted to this work by the engineers should be accounted for and charged to this account, actual.

The item of interest certainly does not enter into this proposition. This class of additions and betterments are paid out of any surplus moneys that may be available and when the additions and betterments have accumulated so as to justify, additional bonds may be issued to cover the same.

Law expense is another item that should not be included except where actual service is rendered. Lawyers are employed by the year and paid out of the revenues accruing during the year from operation. If the services of the law department are required, whatever is actually paid for the service should be charged to the account.

There should be no item of contingencies in an account of this kind when the Commission is calling for actual cost. Every item of expense after the work is completed should be set forth and based strictly on the actual cost. The evidence clearly shows the defendant wilfully violated Order No. 367.

It is therefore ordered and adjudged that the defendant, the Chicago, Rock Island & Pacific Railway Company be and the same is hereby fined the sum of \$100.00 and costs. For all of which let execution issue.

Oklahoma City, July 23, 1913.

ORDER No. 728.

No. 1618.

W. B. McCaskill, *et al.*,

Complainants,

v.

The Texas Company, and Waters Pierce Oil Co.,

Defendants.

APPEARANCES:

For the Complainant: Connell, Abbott & Bradley, Attys.

For the Defendants: Waters Pierce Oil Company, Burwell, Crockett & Johnson, Attorneys.

The Texas Company, Dillard & Blake, Attys.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The complaint in this case alleges in substance that the defendants have a virtual monopoly upon the sale and distribution of gasoline and kerosene of the different grades in the town of Idabel, Oklahoma, and that they discriminate against the town of Idabel by charging a higher price for oil than they do in adjoining towns and other sections of the country; that across the state line in Texas it is alleged a high grade of gasoline was being sold at 15 cents per gallon and that a lower grade of gasoline was being sold at Idabel at 18½ cents per gallon.

Hearing was had upon the complaint, and the evidence clearly supported the allegations in the complaint.

The Commission finds that the defendants have a virtual monopoly and are acting in concert in the sale and distribution of gasoline, kerosene and other products of petroleum.

It is therefore ordered that the defendants, the Texas Company and the Waters Pierce Oil Company, shall sell gasoline at the town of Idabel at no higher price than they sell the same quality in other parts of the United States west of the Mississippi River after due allowance for transportation. To illustrate: If oil can be transported from Oklahoma to Kansas City or St. Louis and sold for a certain price, the price at Idabel shall be the same as at Kansas City, if the freight from point of origin in Oklahoma is not greater to Idabel than it is to Kansas City. This order shall take effect on and after the 15th day of August, 1913.

Oklahoma City, July 23, 1913.

ORDER No. 729.

Citation No. 431.

Cause No. 1758.

Violation of Order No. 148.

In re Information of E. F. McKay, Oklahoma City,
Complainant,

v.

Missouri, Oklahoma & Gulf Railway Company,
Defendant.

OPINION AND ORDER.

By the Commission:

Complaint was filed by E. F. McKay of Oklahoma City against the

Missouri, Oklahoma & Gulf Railway Company for not reporting accidents which occurred on their road as provided by Order No. 148 of the Corporation Commission, compelling all railroad companies as soon as an accident occurs to report the same at once by wire and follow that by a written report. During the months of March and April there were twenty-three accidents and only three were reported.

The Commission has often requested them to pay more attention to their accident reports, but it did not do any good. Their excuse was they had been changing their employees and did not know what was required. The Commission thinks the railroad companies should so instruct their new employees in their duties so as not to violate any orders and when they fail to do that and the orders are violated they should be fined for so doing.

It is, therefore, ordered by the Corporation Commission of Oklahoma that the Missouri, Oklahoma & Gulf Railway Company be fined in the sum of One Hundred (\$100.00) Dollars and costs for violating Commission's Order No. 148.

Dated at Oklahoma City, Okla., this the 24th day of July, 1913.

ORDER No. 730.

Cause No. 1796.

Asking That Crossing Be Repaired.

Oklahoma Union Traction Company, a corporation,
Complainant,

v.

Tulsa Street Railway Company,

Defendant.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The Oklahoma Union Traction Company filed complaint against the Tulsa Street Railway Company.

The plaintiff a few years ago built its line of street railway from Orcutt Lake on the east of the city to Owens Park on the west, going on Archer Street one of the principal streets in Tulsa and at the time of building and sometime thereafter, there was no other street railway line on that to intersect with the plaintiff lines on Archer Street. Subsequent to the time of the building and operation of plaintiff's lines on Archer Street the defendant company extended their lines north on

Nogales Avenue and intersecting the lines of plaintiff company at the intersection of Archer and Nogales Avenue. By an order of the District Court of Tulsa County the defendant company was permitted to build a crossing at said intersection.

The said crossing is in a bad and dangerous condition for the operation of cars, as it is three-fourths of an inch too narrow for the Union Traction Company and is not a standard crossing for the Traction Company, and is calculated to pinch the wheels of the car and either put it off the track or stop it from running.

The Commission believes from the evidence and the inspection and report of its engineer who inspected this crossing that the crossing is a dangerous one and should not be allowed to remain there as a crossing.

Therefore, it is ordered by the Corporation Commission of Oklahoma that the Tulsa Street Railway Company must put in a crossing at Archer Street and Nogales Avenue, the same to be a standard up-to-date crossing, same weight of rails and after this crossing is put in at the expense of the defendant company and put in good repair and that same shall be maintained at the joint expense of the plaintiff and defendant. This order to take effect on and after thirty days from date.

Dated at Oklahoma City this 26th day of July, 1913.

ORDER No. 731.

Cause No. 1655.

In re connection of passenger trains on the Wichita Falls & Northwestern Railway Company and the Chicago, Rock Island & Pacific Railway Company at Elk City.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

In the hearing of the proposed order in this case requiring the defendants to make connection with the passenger trains at Elk City, the following stipulation was submitted:

"West bound Rock Island train now reaches Elk City at 10:29 A. M., and the Wichita Falls leaves Elk City at 10:35 A. M., giving six minutes in which to make the connection. The Wichita Falls & Northwestern will, upon notice from the Rock Island that it has passengers for this train, hold same if necessary until 10:55 A. M. The Wichita Falls & Northwestern cannot hold this train more than twenty

minutes without possibly missing the northbound connection with the Santa Fe at Woodward. It arrives at Woodward at 3 P. M., the Santa Fe leaves at 3:20 P. M., and to further delay the Rock Island No. 726, which leaves Elk City at 4:55 P. M. would cause delay of between thirty and fifty passengers at Geary and a like number at El Reno. The Rock Island will change its schedule on the train coming east, No. 726, so as to give between eight and ten minutes additional time at Elk City, making its train leave there between 5 and 5.05 P. M., leaving at least ten minutes in which to make the connection."

Since the signing and filing of the above stipulation, schedules of the two defendant companies have been changed in a way that materially improves connections at Elk City. Under the present schedule Rock Island No. 41 westbound arrives at Elk City at 10:13 A. M., Wichita Falls & Northwestern No. 2 northbound leaves Elk City at 11 A. M., giving to passengers, for the connection, for points north on the Wichita Falls & Northwestern line 47 minutes. Rock Island No. 726 eastbound leaves Elk City at 5:05 P. M., and Wichita Falls No. 4 southbound arrives at Elk City at 3:18 P. M., giving 1 hr. 47 mins. for connection with Rock Island eastbound. The connections at Elk City are now as good as they could be made and as long as they are so maintained, the public should be satisfied, and the only order necessary at this time is, that the two defendant companies shall continue the operation of their trains under their present schedules.

It is therefore ordered that the defendants, the Wichita Falls & Northwestern Railway and the Chicago, Rock Island & Pacific Railway Companies, shall operate their trains as under the schedules in effect on this date, until further orders of this Commission.

Dated at Oklahoma City, Oklahoma, July 28, 1913.

ORDER No. 732.

Cause No. 1798.

Asking For Service In Irving Heights Addition To Tulsa.

Tate Brady, *et al.*, Tulsa, Oklahoma,

Complainants,

v.

The Oklahoma Union Traction Company,

Defendant.

OPINION AND ORDER.

By the Commission:

Citizens of Tulsa filed complaint with the Commission against the Oklahoma Union Traction Company, alleging that defendant, some years ago, obtained a franchise and constructed a line of street railroad from Main Street west over Fourth and other streets to a point northwest of Tulsa in what is known as Irving Heights; that after operating its cars over said line for some time, defendant company went into the hands of a receiver, since which time said line has been abandoned and no cars have been operated thereover.

The prayer of complainants is, for an order requiring defendant to operate cars over its line, to the terminus thereof, in Irving Heights. The evidence shows that defendant was granted a franchise by the city of Tulsa to construct and operate a street car line on and over the streets named in the complaint and that citizens of Irving Heights paid defendant a bonus to extend its line into said Addition; that cars were operated over the line until the company went into the hands of a receiver, since which time the residents of Irving Heights have been denied the service and defendant has abandoned operation on that portion of its line; that many laboring men had bought lots and built homes in that section while cars were being operated, and citizens are now denied the car service to their great disadvantage and inconvenience. It is shown that a great many working people require the car service in going to town to their work and returning therefrom to their homes. It is further shown that up to the intersection of defendant's line with the Missouri, Kansas & Texas Railroad, the population is very dense and a regular schedule service to the Katy Railroad is necessary to the convenience of those people in that section of the city.

The Commission finds that, although the density of population may not warrant an order requiring a regular scheduled service, the residents of the Irving Heights community are entitled to such car service as will reasonably meet their requirements, and especially those that work in the city to whom the service is necessary in going to and returning from their work.

The Commission further finds that the density of population up to the Katy Railroad will justify a partial car service and that the necessities of the public require it.

A carrier cannot arbitrarily discontinue service on its line after it is put in operation. By virtue of its franchise from the public it engages in a business affected with a public interest. It owes a duty to the public which it cannot escape.

“Mandamus lies to compel a carrier to operate its road as a continuous line.”

“Mandamus will lie to compel a railroad to operate its line.”

People v. Albany & Vt. R. Co., 24 N. Y. 261.

State v. Spokane St. R. Co., 19 Wash. 518.

In view of decisions of the courts cited herein and many others holding in line with them, the Commission is of the opinion, under the law and the facts adduced in the hearing of this case, that the defendant owes to the public—the citizens of Irving Heights and northwest Tulsa—the duty of furnishing them with reasonably adequate street car service.

It is therefore ordered that the defendant, the Oklahoma Union Traction Company, shall operate its cars, giving to the citizens of Irving Heights Addition, car service as follows:

Car to leave going west from the intersection of Main and Fourth Streets at 6:30 A. M., 12:30 P. M., 6:30 P. M., and such cars to be operated to and from the summit of the hill in Irving Heights; that defendant shall maintain a regular thirty minutes schedule on its line between the intersection of Main and Fourth Streets and the intersection at the Katy R. R. on the northwest, excepting at such times as the service is herein required to be extended to Irving Heights, defendant being permitted to operate through, to Irving Heights. On Saturday nights defendant shall operate such cars through to the summit of the said Irving Heights, leaving Main and Fourth Streets at eight, nine and ten o'clock. Defendant shall be permitted to work out a schedule in conformity with the spirit of this order, if slight changes from the time table fixed herein are necessary from an operating standpoint, and submit such changes to the Commission for approval.

This order shall be in full force and effect on and after the 10th day of August, 1913.

Dated at Oklahoma City, Okla., this 29th day of July, 1913.

ORDER No. 733.

No. 1657.

Ed J. Coyle, *et al.*,

Complainants,

v.

Atchison, Topeka & Santa Fe Railway Company,
Defendants.

APPEARANCES:

For the Complainant: C. W. Kress and H. S. Johnston, Attys.
 For the Defendant: J. R. Cottingham, Attorney.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

This was a complaint asking that the defendant erect a new depot in the town of Perry at the present location of the old depot.

After-hearing it was agreed that the present depot was inadequate for the future convenience of the patrons of the road at Perry and it was further agreed that the defendant should build a new depot within two years from the 30th day of November, 1912.

It is hereby ordered that the defendant, the Atchison, Topeka & Santa Fe Railway Company erect a new depot at the town of Perry as near as may be on the present location of the old depot. That the same shall be constructed out of brick or other non-combustible material, except as to the windows, floors, trimmings, etc. That the plans and specifications shall be submitted for the approval of the Commission and that the depot shall be ready for use on or before December 30th, 1914.

Oklahoma City, July 30, 1913.

ORDER No. 734.

No. 1687.

Paul Parish, *et al.*,

Complainants,

v.

Chicago, Rock Island & Pacific Railway Company,

Defendant.

APPEARANCES:

For Complainants: Geo. T. Ralls;
 For Defendant: E. P. Kelly.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

Complaint in this case alleges in substance that the town of Cottonwood has about 100 population within said town and vicinity; that the defendant fails and refuses to stop its freight and passenger trains to discharge freight and passengers, and has no switch or depot, and prays

that the Commission require the defendant to establish a depot and stop passenger trains, and make the town of Cottonwood a regular station in all respects.

The town of Cottonwood is about two miles from the defendant's depot at Coalgate and has a population within a radius of one and one-half miles of about two thousand people; it is within one half mile of Mine No. 17 and No. 97, also No. 14 and No. 10 are nearby. There are stores and quite considerable business done at Cottonwood.

It is not the policy of the Commission to establish depots closer than from five to seven miles of each other unless some special circumstances intervene. The defendant's railroad is a branch line and usually operates light trains and especially light passenger trains. This is a mining section where the people do not usually maintain buggies and horses and they have no street car facilities to go to the town of Coalgate.

After thoroughly considering all the evidence in this case, we find that the complainants are entitled at this time to platform and train stop.

The defendant, the Chicago, Rock Island & Pacific Railway Company, is hereby ordered to establish a platform with canopy top shelter with seats, and shall receive and discharge passengers at Cottonwood. This order to take effect on and after the 15th day of August, 1913.

The petition of complainants for regular depot and switching facilities will be denied without prejudice.

Oklahoma City, July 30, 1913.

ORDER No. 735.

Cause No. 1738.

Violation of Order No. 367.

In re Information of A. I. Thompson, Perry,

v.

Clinton & Oklahoma Western Railway Company,

OPINION AND ORDER.

By the Commission:

A. I. Thompson filed complaint against the Clinton & Oklahoma Western Railway Company for violation of Commission's Order No. 367, which provides that the Railroad Company must file information covering physical cost, etc., with the Corporation Commission. When the

Clinton & Oklahoma Western Railway Company failed to compile and file this report, Citation was filed against them. Soon thereafter the required information was furnished the Commission.

Therefore this complaint is dismissed|

Dated at Oklahoma City, Okla., this 30th day of July, 1913.

ORDER No. 736.

No. 1662.

Thomas Muren, *et al.*, Heman,

Complainants,

v.

Atchison, Topeka & Santa Fe Railway Company,

Defendant.

APPEARANCES:

For the Complainants: Thomas Muren;

For the Defendant: J. R. Cottingham, Attorney.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

This is a complaint of the citizens at and in the vicinity of Heman, asking that the defendant be required to stop an additional train each way on flag.

Heman is five miles southwest of Waynoka and the Cimarron River runs between Waknoka and Heman. Heman is a small town consisting of a postoffice and one store, and a farming community. There is one train stops each way on flag; at 2:05 p. m., and at 2:47 p. m., which shows that the people cannot go in either direction and return the same day. The Commission is now asked to require the night train to stop which arrives about midnight. It is asked that this train be required to stop more especially to let passengers off who take the evening train and desire to return on the night train. But few passengers, if any, would desire to flag this train for the purpose of boarding same.

The Commission has held in several cases that the stopping of one train each way on a road where there is more than one passenger train operated is not adequate local service. The Commission has been sustained in this ruling by the courts.

It is therefore ordered that the defendant, the Atchison, Topeka & Santa Fe Railway Company stop its night train going each way on flag

at Heman for the purpose of discharging and taking on passengers. It will not be required to check or take on or put off baggage at Heman on the night train. This order shall take effect on and after the 15th day of August, 1913.

Oklahoma City, July 30, 1913.

ORDER No. 737.

No. 1735.

Ed Wynn, *et al.*, Indianapolis,

Complainants,

v.

Chicago, Rock Island & Pacific Railway Company,

Defendant.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission :

Complaint in this case asks that a depot be built at Indianapolis, a station maintained and water in stock pens.

Indianapolis is eight miles east of Clinton and eleven miles west of Weatherford, seven miles from Arapaho and nine miles from Custer on other roads. The business done at the place last year amounted to \$3,100. Switch tracks are already established. A grain elevator is located there and a box car is used for a depot with an attendant to sell tickets and take care of freight when unloaded. It is now operated as a prepay station.

The Commission will not at this time order a new depot built, but will order water for stock pens and depot to be built at some later date.

It is hereby ordered that the defendant, the Chicago, Rock Island & Pacific Railway Company, shall build a depot at the town of Indianapolis and have the same completed and ready for use by October 1st, 1914; provided, there is an increase in business at that point between now and the date of the building of said depot, and if there is no increase in business between now and the first of October, 1914, the same may be presented to the Commission for further consideration. The defendant is further ordered to provide water for the stock pens.

Oklahoma City, July 30, 1913.

ORDER No. 738.

Cause No. 1718.

In re application of the Ft. Smith & Western Railway Company to modify Order No. 404.

APPEARANCES:

For the Fort Smith & Western Railway Co., W. M. Bushnell;
General Manager;

For the Missouri, Kansas & Texas Railway Co., Mr. Charles, Supt.;

For the citizens of Irvin, S. A. Swinson;

For the citizens of Rodo, _____

FINDINGS OF FACT, OPINION AND ORDER.**By the Commission:**

This is an application by the Fort Smith & Western Railway Company to modify Order No. 404, to require passenger trains to stop at Rodo.

Rodo is 4.5 miles east of Guthrie and is served by both the Fort Smith & Western and the Missouri, Kansas & Texas Railway Company, each of which stop at Guthrie, and intersect at Fallis east of Rodo and Irvin School House. The Missouri, Kansas & Texas Railway stops two trains each way, daily, at Rodo and the Fort Smith & Western Railway stops two trains each way, daily. This makes four trains a day each way. Irvin School House is two miles east of Rodo and only served by the Fort Smith & Western. The people in that vicinity now ask the Fort Smith & Western to stop at Irvin School House so that that community may be served by the Fort Smith & Western and that the people at Rodo be served by the Missouri, Kansas & Texas Railway. There is very little passenger business at either point.

The Commission is of the opinion that the request is reasonable.

It is therefore ordered that the applicant, the Fort Smith & Western Railway Company, be relieved from stopping its passenger trains at Rodo and it is hereby ordered to stop the same at Irvin School House as prayed for in the application.

Oklahoma City, July 30, 1913.

ORDER No. 739.

Cause No. 1494.

Asking For Order Requiring Compress To Be Operated.

Commercial Club of Clinton, Oklahoma,

Complainant,

v.

Clinton Ice & Compress Co., (Interstate Compress Co.),

Defendant.

APPEARANCES:

For the Complainant: Chas. T. Randolph, E. C. Patton.

For the Defendant: Shartel, Keaton & Wells.

OPINION AND ORDER.

By the Commission:

Complaint was filed by the Commercial Club of Clinton in October, 1911, against the Clinton Ice & Compress Company, alleging that in the season of 1910, more than 25,000 bales of cotton were compressed by defendant company; that compress was not being operated during the season of 1911 and that the cotton market as well as the general business interests of the town were suffering by defendant's failure to operate same, and that such failure to operate was a discrimination in favor of other towns and against the town of Clinton.

The Complainant prays the Commission to issue an order requiring defendant to operate said compress.

The Commission heard the evidence in December, 1911, and before a determination could be reached by the Commission the season for compression of cotton was practically past. The Commission therefore promulgated its Order No. 559, dismissing the case and reserving the right, on application of complainant, to re-open same at any time in the future when crop conditions were such as in their judgment would justify the operation of the compress.

In May, 1913, the complainant made application to have the case re-opened, and the Commission granted the application. It was then discovered that the Clinton Compress was owned by the Interstate Compress Co. and that that company had not been served with notice of the filing of the complaint. The Commission, on its own motion, made the said Interstate Compress Company a party defendant and served it with a copy of complaint. The case was continued from time to time, on application of defendant, and was finally set down for further hearing

on June 27th, 1913, to give defendant an opportunity to introduce evidence and be heard on the merits of the complaint. Counsel for defendant filed a demurrer denying the jurisdiction of the Commission over defendant and the subject matter of the complaint. The Commission announced that ruling on the demurrer would be withheld and action thereon would be taken up for determination, at the same time as the issues involved were considered. Defendant announced that it did not desire to introduce any evidence and would rest on its demurrer.

The authority under which the Commission acts in this class of cases is conferred by Section 8812, Snyder's Compiled Laws, and the language of that section is very comprehensive,—much more so than anti-trust statutes of other states or even the Federal Anti-trust Statute. A great majority of the state statutes, as well as the Federal statute, contemplate regulation of trusts and monopolies only in articles of manufacture and sale, but our statute goes further and includes "service" when there exists a virtual monopoly in any business, which "by reason of its nature (or)—extent * * * makes it of public consequence or (such as will) affect the community at large" and when such business is conducted in violation of Section 1 of the Act (Sec. 8800 Snyder), such services are subject to regulation by the Commission. Section 1 of the Act is broad enough to cover every character of business in which there may be monopoly or in which there may be contracts, combinations or monopolies which tend to restrain trade or hinder competition.

It appears to have been the intention of the Legislature to safeguard the powers of the state in every detail or regulation of business in which the public interests may be circumvented or where its common rights are invaded.

Before Greece and Rome, Soloman, King of Israel, said:

"He that withholdeth grain the people shall curse him, but blessing shall be upon the head of him that selleth it."

Since that time the laws of all countries have been more or less lax and those upon the statute books have laid dormant,—the pages never turned,—they have, at least, not been administered in the spirit in which they were written. In a great majority of cases, the fault has not been with the legislative branch of government, but with those who were charged with the duty of enforcing the law.

"The problem has been to so adjust matters as to preserve the principle of competition and yet guard against its abuse and the unnecessary injury to the individual. To divert to ones self the customers of a business rival by the offer of goods at lower prices is in general a legitimate mode of serving one's own interests and justifiable as fair competition, but when a man starts an opposition place of business, not for the sake

of profit to himself, but regardless of loss to himself and for the sole purpose of driving his competitor out of business and with the intention of himself retiring upon the accomplishment of his malevolent purposes, he is guilty of a wanton wrong and an actionable tort."

Tuttle v. Buck, 107 Minn. 145 (Cited in Bruce Wyman's "Control of the Market.")

If such a condition exists under the facts in this case, the business of defendant is subject to and should be regulated by the state, and if the state has the authority to regulate such a condition, that authority is vested in this Commission.

Relative to the classes of business undertakings that may be subject to regulation, there are many authorities and there is a growing demand for increased governmental authority in the matter of regulation of the classes of business which may be subject to monopoly.

"Regulation of an extreme sort will be confined to those businesses which are affected with a public interest. It is, however, certain that the other businesses than those now within this classification will be brought within it. Indeed, in reading the earlier chapters of this work the generalization must have occurred to one that all businesses which have a virtual monopoly firmly established in the nature of things are so affected with the public interest as to be within the class of callings which are considered public employments. What branches of industry will eventually be considered of such public importance as to be included within the category of public callings it would be rash to predict, but no one can study the authorities on the subject without feeling their great potentialities. In private businesses one may sell or not as one pleases, manufacture what qualities one chooses, demand any price that can be gotten and give any rebates where advantageous. It is because the modern trusts are carrying on a predatory competition under cover of this law that we have the trust problem. All this time in public businesses one must serve all that apply without exclusive conditions, provide adequate facilities to meet all the demands of the consumer, exact only reasonable charges for the services that are rendered and between customers under similar circumstances make no discriminations. If this law might be enforced against the trusts it is believed that a solution of the problem would be found." Wyman on Public Service Corporations, Vol. 2, Section 1439.

Whatever of state authority is necessary to be exercised in any question arising which affects the public, is governed largely by public policy, and public policy is reflected in statutory enactment and in custom of the community at interest.

Mr. Beech on "Monopolies and Industrial Trusts," says:

"On all sides it is accepted that public policy has a standing in a court of equity and that whatever is clearly in contravention of its claim is illegal and void. Undoubtedly the application of this rule is attended with grave difficulties and it should be administered only with great deliberation and in the exercise of a thoroughly judicial temper. * * * The following, which is an attempt at explanation rather than at giving a definition, is from Mr. Justice Story (1 Story on Contracts, Sec. 675) 'Public policy is in its nature so uncertain a field, fluctuating, varying with the habits and fashions of the day, with the growth of commerce and usages of trade, that it is difficult to determine its limits with any degree of exactness. It has never been defined by the courts but has been left loose and free of definition in the same manner as fraud. This rule may, however, be safely laid down, that wherever any contract conflicts with the morals of the time and contravenes any established interest of society it is void as being against public policy.' * * * Mr. Justice Lippincott in *Davies v. Davies*, L. R. 36 Ch. 364 (New Jersey) said: 'It has been declared that public policy is a variable quantity, but the principles to be applied have always remained unchanged and unchangeable, and public policy is only variable insofar as the habits, capacity and opportunities of the public have become more varied and complex. The relations of society become from time to time more complex; statutes defining and declaring public rights multiply rapidly and public policy often changes as the laws change and therefore new applications of old principles are required. Whatever tends to injustice or oppression, restraint of liberty, restraint of legal rights; whatever tends to the obstruction of justice, a violation of a statute, or the obstruction or perversion of the administration of the law; whatever tends to interfere with or control the administration of the law; as to the executive legislative or other final action,—whenever embodied in, and made the subject of, a contract, the contract is against public policy and therefore void, and not susceptible of enforcement; all contracts prejudicial to the interest of the public such as contracts tending to prevent competition, whenever a statute or any known rule or law requires it, are void,' but, as has already appeared, the public policy of one country may differ from that of another and in the United States the rule established by one court is not necessarily accepted by all others."

These citations are used to show that in the more modern times the legislative authority of states has gone beyond the principle established in the noted case of *Munn v. Illinois*, 94 U. S. 113, 24 L. Ed.—wherein the quotation from Lord Hale in his *De Portibus Maris* was used as follows:

"When, therefore, one devotes his property to a use in which the

public has an interest, he, in effect, grants to the public an interest in that use, and must be subject to be controlled by the public for the common good to the extent of the interest he has thus created. He may withdraw his grant by discontinuing the use, but so long as he maintains the use he must submit to the control."

The legislative authorities of the present day have somewhat modified the rule expressed by Lord Hale and adopted by Chief Justice Waite in the Munn case and which has been referred to as to the prevailing rule, possibly as has no other decision of the Supreme Court of the United States, and such change of sentiment of the courts in line with that of the public as expressed in legislative enactments, is fairly represented in the opinion of Lord Edinborough in Aldnutt v. Inglis, 12th East 527, at page 537:

"There is no doubt that the general principle is favored both in law and justice that every man may fix what price he pleases upon his own property or the use of it; but if for a particular purpose the public have a right to resort to his premises and make use of them, and he have a monopoly of them for that purpose, if he will take the benefit of the monopoly, he must, as an equivalent, perform the duty attached to it on reasonable terms."

Thus it may be seen that in Section 8800, Snyder, our lawmakers provided that, "every act * * * which is against public policy is hereby declared to be illegal and void," and from the sections following the public policy of the State is announced in language which cannot be misunderstood and it is apparent that it was their intention to not exempt or absolve any character of business from subservience to the law.

It is the opinion of the Commission, under the authority of Section 8812, that it has jurisdiction over this character of companies, and since the duty of carrying out the public policy of the state is in a measure devolved upon the Commission, in the matter of control of *service, practices, prices, rates and charges* of any business in which there is a *virtual monopoly*, in determining if the Commission has jurisdiction, the question resolves itself into one of fact, in the ascertainment of whether or not the business is one, which by reason of its nature, extent, or the existence of a virtual monopoly therein is such that the public must use it or its services, or whether it is a business affected with a public interest. The Commission holds, therefore, that it has jurisdiction and the demurrer is overruled.

STATEMENT OF FACTS.

The evidence shows that the compress was built in Clinton in 1907 and was operated through the seasons of 1907-1908-1909 and 1910; that

the construction was begun by Bradford Brothers and while under construction was sold to defendant, the Interstate Compress Company; that the site for the compress was procured by complainant, the Clinton Commercial Club, for the Kansas City, Mexico & Orient Railway Company, same being a part of a forty-acre tract which the said railway company agreed to use in leasing for commercial and industrial sites.

The ground upon which the compress was built was leased for a term of twenty years; that while in operation the compress at Clinton handled approximately 25,000 bales of cotton during a single season, and many carloads were hauled away because defendant could not handle them; that the net profits from operation for the season of 1910-1911 amounted to \$7,000.00, and defendant, after operating the compress at Clinton four seasons, under a threat of bankers and business men of Elk City to build a compress at Elk City themselves, built a compress there and closed down the plant at Clinton; that defendant, the Interstate Compress Company, owns the compress at Elk City, at Altus, at Hobart, at Chickasha, at Waurika, at Mangum, at Oklahoma City and at other points in the state, controlling the entire compress business in the southwestern portion of the state, and in the vicinity of Clinton, which enables it to close down any one plant without loss to the company, for the reason that the cotton which would naturally go to such plant will be hauled to another belonging to defendant.

It is shown by the evidence that Clinton was a competitive point with other of the larger towns, for the marketing of cotton, when the compress was in operation, and since the plant is closed down it has taken the business from the town, to the great loss of the business interests and to the inconvenience of farmers in Custer and adjoining counties, who are compelled to haul their cotton by wagon to other towns farther away to find a market where there are competitive buyers.

The evidence shows that for the season of 1911, the cotton crop was larger than those of preceding years and that if the compress had been in operation it would have handled as much or more cotton as was handled in 1910; according to statement of counsel for complainant on June 27th, 1913, when this case was set down for hearing of additional evidence, the crop of 1912 was an average one and the prospects are good for a large yield in season of 1913.

The Commission finds from the evidence that the defendant has a virtual monopoly of the compress business in the vicinity of Clinton and in all of southwestern Oklahoma; that it built the compress at Clinton to preclude the building of a plant by a competitive company; that it later built a plant at Elk City under the same circumstances and closed down the Clinton plant, as a matter of might and power, realizing that the company would lose no business; that the plant, when

operated, was operated at a reasonable profit, and that in the act of closing down the plant and abandoning its operation, it discriminated and is discriminating against the town and community of Clinton in violation of law, that under the provisions of Section 8801, Snyder, the act of defendant subjects the property to forfeiture to the state and, upon application of the Attorney General, defendant is subject to receivership for the said plant.

The authority of the state to require a railroad company to operate its road has been settled by numerous decisions of the high courts.

“Mandamus will lie to compel a carrier to operate its road as a continuous line.”

N. P. R. Co. v. Hall, 91 U. S. 343.

“Mandamus will lie to compel a railroad to operate its line.”

People v. Albany etc. R. Co., 24 N. Y. 261.

State v. Spokane St. R. Co., 19 Wash 518.

If the State has the power to require a railroad company to operate a line already constructed, when assuming and exercising the same character of control over quasi-public businesses, such as are comprehended in our Anti-trust law, it would certainly have the same authority over any business affected with a public interest and that power is vested in this Commission, not by mandamus proceedings, but by orders, which may be enforced as are its orders directed to transportation and transmission companies.

It is the opinion of the Commission that an order should be entered requiring defendant to operate its plant at Clinton during the season of 1913-1914, and each season thereafter when the yield of cotton will justify it, and in the event of disobedience of the order, defendant will not only be subject to the penalties prescribed by the law for such disobedience, but the acts of the company will be reported by the Commission to the Attorney General as violative of Section 8801, Snyder, with the recommendation that he take such action as the proper administration and execution of the law demands.

It is therefore ordered that the defendant, the Interstate Compress Company, operate its compress plant at Clinton during the cotton season of 1913-1914 beginning at such time as may be necessary to properly handle the crop, and shall be prepared to begin the operation on or before the 1st day of September, 1913; that said plant shall be operated through and during each cotton season in the future, unless on account of shortage of cotton yield or for other reason, the Commission, on application of defendant, shall relieve it from the requirements of this order.

This order shall be in full force and effect on and after the 15th day of August, 1913.

Dated at Oklahoma, City, Okla., this 31 day of July, 1913.

ORDER No. 740.

Cause No. 1763.

Violation of Order No. 4.

In re Information of S. W. Levinson, Oklahoma City, Oklahoma,
Complainant,

v.

The St. Louis & San Francisco Railroad Company,
Defendant.

OPINION AND ORDER.

By the Commission:

S. W. Levinson of Oklahoma City filed complaint with the Commission against the St. Louis & San Francisco Railroad Company alleging violation of Order No. 4. On April 4th, 1913, the complainant went to the ticket office of defendant company at Warwick, Oklahoma and asked for a ticket to Oklahoma City. The agent told him he was not selling tickets, and before he could get a ticket the porter gave the signal to go and the train left him and four other passengers because they could not get tickets. The agent testified that he has an assistant and in order to keep the cash correct, he has the assistant to sell all tickets and he, the agent, looks after other business and at that particular time the Fort Smith & Western train was in, and in trying to take care of the baggage, etc., the agent and assistant in looking after other business overlooked the passengers in the depot waiting for tickets. When defendant's passenger train came in, it only made the stop and immediately pulled out without looking to see whether there were any passengers or not for that train. The conductor or train auditor should have found out if there were any passengers in the depot getting tickets or not before they left as that was a junction point with another road whose passenger train had just arrived a few minutes previous and had unloaded some passengers. The agent violated Commission's Order No. 4 when he failed to sell tickets at this time and place.

For such violation the Corporation Commission orders and assesses a fine of \$50.00 and costs against the St. Louis & San Francisco Railroad Company, and orders the agent to call out in the waiting room for each train and notify the conductor when all are out for their trains.

This order to take effect on and after August 15th, 1913.

Dated at Oklahoma City, Okla., this 31st day of July, 1913.

ORDER No. 741.

Cause No. 1517.

Asking For Adjustment of Classification and Rates on Corrugated
Culverts.

The Oklahoma Corrugated Culvert, Company,
Complainant,

v.

The Atchison, Topeka & Santa Fe Railway Company,
Defendant.

OPINION AND ORDER.

By the Commission:

The Oklahoma Corrugated Culvert Company of Shawnee, Oklahoma filed complaint with the Commission against the Atchison, Topeka & Santa Fe Railway Company and other railroads, asking for adjustment of classification and rates on corrugated culverts. The Commission has compared the rates now in effect in adjoining and many other states and finds that they are about the same.

Therefore, the case is dismissed without prejudice and can be reinstated at any time on proper showing.

Dated at Oklahoma City, Okla., this 31st day of July, 1913.

ORDER No. 742.

Cause No. 1801.

F. M. Rodolf, *et al.*,

Complainants,

v.

Tulsa Street Railway Company, a corporation,
Defendant.

ASKING FOR RESTORATION OF CAR SERVICE.

Opinion and order by the Commission:

Complaint was filed with the Corporation Commission by F. M. Rodolf and 60 other citizens of the city of Tulsa, complaining that the Tulsa Street Railway Company has ceased operating its street cars on its line from Main Street to Cincinnati Avenue on Second Street and from Second Street to Third Street on Cincinnati Avenue, and praying that the defendant be required to restore car service on said streets.

The defendant waived formal notice and the case was set down for hearing on July 9th, 1913, in the District Court room in Tulsa.

Defendant filed a demurrer to complainants' petition which, after hearing arguments of counsel, the Commission overruled, and the defendant filed its answer and announced ready for trial.

The evidence disclosed that when street cars were formerly operated on Cincinnati Avenue between Second and Third Streets, when the traffic was heavy and rails slippery, the cars would often stall and slide down Cincinnati hill; that the sharp curve at the intersection of Cincinnati Avenue and Second Street makes it exceptionally dangerous to operate cars over said streets.

The Commission's engineer, with a member of the Commission, made inspection and investigation of the location of that portion of defendant's line in question and advises the Commission that a 5 per cent grade on sharp curves should be the limit for safe operation of street cars with the kind of equipment now used by the defendant company; that interurbans are usually constructed on a grade not exceeding 2 per cent; and, that the profile of defendant's line on file with the Commission shows the grade on Cincinnati Avenue between Second and Third Street property lines to be 6 per cent or an 18 foot rise, and the Tulsa City engineer states, that the records show the grade on Cincinnati Avenue to be 6.33 per cent from property line on Second Street to property line on Third Street or a 19 foot rise.

From a standpoint of safe and economical operation, it is the opinion of the Commission that the defendant exercised very poor judgment in adopting Cincinnati Avenue, between Second and Third Streets, as a proper location of its line.

The Commission is averse to issuing an order which will place life and property in jeopardy and from the evidence adduced at the hearing, a personal inspection of the grade and equipment used at the present time by the Tulsa Street Railway Company and considering the recommendation of its engineer, it is of the opinion that street car service as prayed for by complainants herein, on Cincinnati Avenue, would be dangerous to life and hazardous to property, and, that the defendant should not be required to operate its cars over said portion of its line.

The Commission finds that surface cars operating over streets in a city have no alternative, but to use the prevailing grade established by the city, and that on Cincinnati Avenue cars can not be operated, with the proper degree of safety, on the present layout and with the equipment now in use.

It is therefore ordered, that petition of complainants, that defend-

ant be required to operate its cars from Main Street to Cincinnati Avenue and on Cincinnati Avenue from Second Street to Third Street, be denied for the present, and the case is dismissed without prejudice.

Dated at Oklahoma City, Okla., 7th day of August, A. D. 1913.

ORDER No. 743.

No. 1512.

City of Durant by Mayor and City Counsel,
Complainants,

v.

Missouri, Kansas & Texas Railway Company; St. Louis & San Francisco Railroad Company; and Missouri, Oklahoma & Gulf Railway Company,

Defendants.

APPEARANCES:

For the Complainants: S. H. Kyle, City Attorney.

For the Defendant: Missouri, Kansas & Texas Ry. Co., C. L. Jackson and W. R. Allen;

For the St. Louis & San Francisco Railroad Co., F. E. Suits, Attorney;

For the Missouri, Oklahoma & Gulf Railway Co., E. R. Jones.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The complaint in this case asked that a new union depot be built at the town of Durant. The case was heard sometime ago and an order promulgated, requiring a new depot to be established on the site where the present depot is now located. The case was appealed to the Supreme Court and affirmed. The citizens of Durant filed an application for a change of location. This was heard and the Commission issued an order changing the location to the east side of the "Katy" and north of the "Frisco" tracks. The case was again appealed to the Supreme Court and affirmed as to the union depot, but reversed as to the location on the grounds that it was too dangerous to the public to cross the tracks of the "Katy" to reach the depot, the business side of the town being on the opposite side from the location prescribed by the Commission's order.

Upon a second reflection, the judgment of the Supreme Court was agreeably acquiesced in by a great majority of the citizens of Durant.

The case was again set for hearing at Durant and heard by Commissioner Henshaw.

The only question in issue in this last hearing was whether or not any additional plan could be suggested whereby the approaches to the location prescribed by the Commission's second order could be made reasonably safe. There was not sufficient additional evidence introduced.

It is therefore ordered that the defendants, the Missouri, Kansas & Texas Railway Company, the St. Louis & San Francisco Railroad Company, and the Missouri, Oklahoma & Gulf Railway Company, shall build a new union depot on the west side of the "Katy" tracks and north side of the "Frisco" tracks in the town of Durant; that the connecting track between the "Katy" and "Frisco" tracks with the freight depot located thereon shall be removed; and all that part of the block of land between the main street of Durant and the "Frisco" railroad between the "Katy" and the business houses not occupied by the depot and depot grounds, shall be put in a sanitary condition and a park, trees, and grass shall be set thereon and properly cultivated; that the plans and specifications for the depot may be submitted jointly by the three railroads concerned and should they disagree, each may submit plans and specifications for the approval of the Commission.

In submitting these plans and specifications it should be remembered that Durant is one of the largest towns in southern Oklahoma and the first city in Oklahoma on the Missouri, Kansas & Texas Railway from Texas. Plans and specifications will not be approved unless sufficient in size, quality and arrangements to meet all the present and reasonable future requirements of the city of Durant. The depot shall be built mainly of non combustible materials except floors, windows, trimmings, etc. It shall be connected with the city sewerage system and furnished with proper lavatories. There shall be a ladies' waiting room adjoining the ladies' lavatory, which room shall be furnished with rocking chairs. No man shall be allowed in the ladies waiting room except to assist ladies to and from said waiting room. The depot shall be surrounded with substantial concrete or brick platforms and all approaches for vehicles, etc., shall be paved. The depot shall be artistic in its appearance and no plans or specifications will be approved by the Commission until first submitted to the Mayor and City Council of Durant.

Plans and specifications shall be submitted to the Commission for approval by October 1st, 1913. The depot shall be constructed and ready for operation by May 1, 1914. If for any reason the time specified in this order is insufficient, same may be extended upon application of interested parties.

Oklahoma City, August 8, 1913.

ORDER No. 744.

No. 1816.

G. A. Outcalt, *et al.*, Tecumseh,

Complainants,

v.

The Tecumseh Telephone Company and the Atchison, Topeka & Santa
Ft Railway Company,

Defendants.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

This complaint was filed by G. A. Outcalt and others of Tecumseh, asking for a telephone to be maintained in the depot of the defendant, the Atchison, Topeka & Santa Fe Railway Company.

The evidence shows that the depot of the Atchison, Topeka & Santa Fe Railway Company is outside of the city limits, about a quarter of a mile and about one mile from the central office, and has been there for several years, or ever since the present owner has owned the line; that the present owner has replenished the poles with some cheap ones, except the one at the depot, and has a rate of \$2.50 for business telephones and \$1.25 for residence telephones in and around the City of Tecumseh and has asked the Corporation Commission to give him a rate of \$3.00 for the telephone in the depot of the "Santa Fe" railway.

The Commission believes the rate now in effect is reasonable and if the rate were increased for the telephone in the depot, it might lead to a discrimination in rates at some other place.

The Commission orders the Atchison, Topeka & Santa Fe Railway Company to maintain telephone in the depot and to pay the Tecumseh Telephone Company the same rates monthly as other business establishments pay for telephone service in the City of Tecumseh.

This order to take effect on and after this date.

Oklahoma City, August 4, 1913.

ORDER No. 745.

No. 1820.

H. E. Morrow, *et al.*, Miami,

Complainants,

v.

Missouri, Oklahoma & Gulf Railway Company and St. Louis & San
Francisco Railroad Company,

Defendants.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The complaint in this case asks for connection of tracks of the defendants, the Missouri, Oklahoma & Gulf Railway and St. Louis & San Francisco Railroad Companies.

The evidence shows that the right-of-way of the two tracks connect and in some places the tracks are very close together at Miami and the nearest connection is at Fairland, a little over nine miles from Miami. In Miami there are two flour mills, grain elevators and other industries connected with and having trackage facilities with the St. Louis & San Francisco Railroad, and if they want to mill grain from the Missouri, Oklahoma & Gulf Railway, they have to haul by wagon to the mills and back, and as the mills are on the opposite side of the track of the St. Louis & San Francisco from the Missouri, Oklahoma & Gulf, it will be necessary to connect the two roads in order to reach the mills and elevators.

The evidence further shows that the ground is level and it will not cost over from Five Hundred to One Thousand Dollars to make this connection and it will be of great advantage and convenience to the shipping public.

The Commission orders the Missouri, Oklahoma & Gulf Railway and St. Louis & San Francisco Railroad Companies to make physical connection of their tracks in Miami so as to transfer cars of freight from one line to the other, the same to be completed in thirty days from date, and each road to bear one-half of the expense of making the connection. If the two roads cannot agree on the place for the connection, they must within ten days apply to the Commission to locate the same, which shall be at the most convenient and practical point.

Oklahoma City, August 14, 1913.

ORDER No. 746.

Cause No. 1796.

Annuling Order No. 730 and Promulgating An Order In Lieu Thereof.

Oklahoma Union Traction Company, a corporation,
Complainants,

v.

Tulsa Street Railway Company, a corporation,
Defendant.

APPEARANCES:

For Complainant: P. E. Magee, Receiver.
For Defendant: Martin, Bush & Moss, Attys.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The Oklahoma Union Traction Company, a corporation engaged in the street railway business in and out of the City of Tulsa, Oklahoma, by its receiver, P. E. Magee, filed complaint with the Commission against the Tulsa Street Railway Company, a corporation operating a system of street railway in the said City of Tulsa, alleging that by order of the court of Tulsa County the defendant was permitted to build a crossing over the line of complainant at the intersection of Nogales Avenue with Archer Street in said city; that the crossing constructed in pursuance of said order is in a dangerous and unfit condition for the operation of cars over and upon it, and that same was injurious to the equipment and rolling stock of the complainant company.

The complainant prays for an order of the Commission requiring the defendant to repair said crossing and make it of such a character as will be safe for the operation of the cars of complainant and for the transportation of the public over said crossing.

A stipulation was filed which purported to contain the principal facts involved and with reference to some details about which there was contention, evidence was heard by the Commission.

On the 26th day of July, 1913, the Commission issued its Order No. 730, which was based upon a misconstruction of the stipulation filed and the evidence heard in the case. The findings therein do not seem to conform to the facts, as they appear from a closer reading of the evidence, and the order having been promulgated under a misapprehension of what the true state of facts was, should be set aside.

Order No. 730 is therefore, on the Commission's own motion, cancelled, annulled and set aside and shall henceforth be held for naught. The order which will follow herein, shall be in lieu of and supersede said Order No. 730.

From the stipulation filed and the evidence heard, the facts are found to be as follows:

Defendant, in the early part of the year, 1910, began the construction of a line from the intersection of Main and Third Streets northwesterly into Owens Park. About the same time complainant company was engaged in the construction of a line northwesterly from the

intersection of Main and Fourth Streets, and each of the two companies was hastening construction for seniority in the street intersections where their lines would cross. When complainant company reached Elwood Avenue on Fourth Street with its construction, it had a crew of men go in the night to construct a track crossing over the line of defendant company at the intersection of Elwood Avenue and Third Street. Construction continued on both lines, defendant building out Third Street to Nogales Avenue, thence northward on Nogales Avenue towards Owens Park, and complainant building northward from Fourth Street on Elwood Avenue to First Street, thence west on First Street over the Frisco track to Lawton Avenue, thence north on Lawton to Brady Street, thence west on Brady to Maybelle Avenue and north on Maybelle toward Owens Park. Complainant, after having constructed its line north and west from Archer Street, on Lawton Avenue, Brady Street and Maybelle Avenue, determined to change its route and build westward on Archer Street to the city limits, and removed the track north and west of the intersection of Lawton Avenue and Archer Street and began construction westward on Archer. In the meantime defendant company was constructing its line northward on Nogales Avenue from Third Street to Brady Street and had completed 680 feet of track from Park Street to Brady Street across Archer.

On the 29th day of June, 1910, complainant, through the District Court of Tulsa County, secured an injunction against defendant restraining it from further construction on its line, on the ground that it did not have a franchise covering construction and operation over Nogales Avenue. The injunction proceeding was appealed to the Supreme Court and on the 16th day of November, 1910, the Supreme Court rendered its opinion reversing the Order of the District Court and remanding the case for dissolution of the injunction.

(Tulsa St. Ry. Co. v. Okla. Union Traction Co. 27 Okla. 339).

In that case the court held that the franchise of the Tulsa Street Railway Company was valid. Pending this litigation, complainant, Oklahoma Union Traction Company, had torn up the track of defendant company on Archer Street and had proceeded on Archer Street across Nogales Avenue with the construction of its own line. Henceforth complainant company claimed seniority in its right to occupy the intersection of Archer Street and Nogales Avenue and defendant claimed that because its track was laid first at said street intersection, it had the prior right of occupancy and that but for the delay on account of the injunction wrongfully sued out by complainant it would have had its line in that section of the city in operation long before complainant's line was operated.

By an order of the District Court subsequent to the dissolution of

the injunction, the defendant was permitted to cross the line of complainant at Archer with its own line on Nogales Avenue. In constructing said crossing, a crossing frog of improper gauge was used, the track of which for the line of complainant is three-fourths inch narrow, making it dangerous to operation of cars of complainant, both on account of equipment and to the public traveling over same.

The Commission finds from the evidence, that the lines of the parties involved herein are, in a measure, competitive, and that the companies were racing with each other for priority in their rights of occupancy of the intersection of Archer Street and Nogales Avenue, and that both parties were at fault in their contentions relative thereto; that no element of priority in the occupancy of right-of-way or streets is acquired by construction in broken sections or gaps, but in order to acquire such priority, construction should be in a continuous and an unbroken line, and the Commission finds that each of the two companies should share equally in the expense of construction and maintenance of a standard crossing frog.

It is therefore ordered that defendant, the Tulsa Street Railway Company, shall install a crossing-frog of standard gauge, conforming in rail-weight and track gauge, to the rails and track of both complainant and defendant, and connect same up with the track of both companies in a workman like manner, ready for proper and safe operation of cars thereover; that complainant shall pay to defendant on completion of such construction, one-half of the cost thereof. The defendant company shall maintain said crossing and complainant shall, upon the completion of any repairs, renewals or maintenance subsequent to completion, pay to defendant company, one-half the cost thereof; that said crossing-frog shall be installed and ready for operation on or before the 1st day of October, 1913.

ORDER No. 747.

No. 1790.

Citizens of Oklahoma City,

Complainants,

v.

Chicago, Rock Island & Pacific Railway Co. and the St. Louis & San Francisco Railroad Company,

Defendants.

ORDER.

By the Commission:

The citizens of Oklahoma City filed a complaint against the Chicago,
Form 12

Rock Island & Pacific Railway Company, asking for adequate depot facilities in Oklahoma City.

The case was set for hearing on June 11, 1913, at which time the attorney for the Chicago, Rock Island & Pacific Railway appeared and admitted in open court before the Corporation Commission that its depot was inadequate for the needs of the traveling public in Oklahoma City.

Therefore, the Commission orders the Chicago, Rock Island & Pacific Railway Company to build an adequate and substantial passenger depot in Oklahoma City, the plans and specifications to be submitted to the Commission by November 1, 1913, and the depot to be completed by August 1, 1914.

Oklahoma City, September 3rd, 1913.

ORDER No. 748.

Cause No. 1351.

Supplementing Order No. 502.

In re Proposed Order 89, prescribing rates on Coal and Coke, and defining Groups from which such rates apply.

In Order No. 502 and other orders, the Commission reserved the authority, without further hearing, to make a supplemental order and to relieve the carriers or shippers of any hardship before or after movement of the commodity.

It appears that since the order was issued, a coal mine has been opened up at Witteville. Witteville is located at the Western terminus of the Fort Smith, Poteau & Western Railway, three miles west of Poteau. The eastern terminus of this road is at Poteau. Poteau is in Group 5. It is necessary for the coal at Witteville to be moved through Poteau. If this small road belonged to one of the large lines it would doubtless be operated as a switching facility. However, it is now operated as a railroad.

It is therefore ordered that Witteville be placed in Group 5 and that a supplemental tariff be issued by the carriers, authorizing a rate on coal shipped from Witteville the same as other mines in Group 5 and that Witteville be designated as the point of origin.

That this order shall take effect on and after the 15th day of October. If proper supplements to tariffs cannot be filed within that time, additional time will be allowed upon application.

Oklahoma City, Sept. 20, 1913.

ORDER No. 749.

Cause No. 1821.

G. R. Scott, *et al.*, Vian, Oklahoma,

v.

St. Louis, Iron Mountain & Southern Railway Company.

Asking For Improved Depot Facilities and Location Thereof.

OPINION AND ORDER.

By the Commission :

At the hearing held in Vian on August 31st on the location of the depot, an agreement was reached between the citizens of Vian and the Iron Mountain Railway Company, wherein the Railroad Company is permitted to move the depot west of the present depot so that the east end of the new depot will be about where the west end of the old depot now stands, and a platform and walk are to extend to the streets on the east and west ends of the depot and a cement walk across the tracks to connect with the one on the north side of the tracks.

It is hereby ordered that the St. Louis, Iron Mountain & Southern Railway Company must erect a new depot at Vian, Oklahoma, and are permitted to use as much of the old depot as it can in the new one and the location shall commence where the west end of the old depot stands and go west, with brick platforms built the usual distance with cement sidewalks to the streets east and west of the depot and a cement sidewalk to connect with the one on the north side of the track, all of which is to be completed by the 1st day of December, 1913.

Dated Oklahoma City, September 22nd, 1913.

ORDER No. 750.

Cause No. 1826.

W. E. Niles, *et al.*, Banner,

Complainants,

v.

The Canadian Valley Farmers Telephone Company,

Defendant.

Asking That Switchboard Be Re-established at Banner.

APPEARANCES:

For the Complainants: W. E. Niles;

For the Defendant: J. W. Miller, J. F. Crowley, and A. L. Castle,
President, Secretary and Treasurer, respectively of the
Defendant.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

This case was filed by the patrons, and some of the stockholders of the Canadian Valley Farmers Telephone Company, living in the vicinity of Banner, complaining of the company's discontinuing the operation of a switchboard at Banner.

The Canadian Valley Farmers Telephone Company is what is known as a rural telephone company, and operates four separate exchanges—one was maintained at Banner, one at Piedmont, Richland and Rock Island. They also have several rural lines connected with the exchange at El Reno. This company is incorporated under the laws of the State of Oklahoma, and the stock is owned mostly by the farmers in the country traversed by the lines. It operates about five hundred miles of rural lines, and has an approximate investment of Twelve Thousand Dollars (\$12,000.00). There are eight rural lines connected with the exchange at Banner, and also trunk lines connecting with El Reno and Richland. The exchange at Banner has heretofore been operated in a store, and it appears that such operation was unsatisfactory to the subscribers and to the company. The operator, being the owner of the store, would not press rental collections to the extent of discontinuing service for fear of injury to his business. The exchange was otherwise operated unsatisfactory to the officers of the defendant and its operation was discontinued.

The defendant now proposes to establish an exchange just outside the corporate limits of El Reno, connecting all the lines running into El Reno, also those at Banner, and possibly other lines, hiring one operator for all; to give day and night service, and to require this operator to look after collections on the lines that enter the El Reno exchange.

Defendant insists that just as good service can be given Banner by this arrangement as if the exchange were operated at Banner. This contention is denied by the people at Banner who bitterly protest against the abandonment of the exchange. The Telephone Expert of the Commission is of the opinion that as good service cannot be given with the exchange outside of El Reno as if it was properly operated at Banner. However, the Commission cannot insist upon an exchange being maintained at Banner at a loss to the company.

It Is Therefore Ordered, That the defendant re-establish its exchange at Banner, upon the following conditions:

(1) The subscribers at Banner must pay the amount of their rentals now in arrears within thirty days after the re-establishment of the exchange.

(2) Monthly reports, showing revenues and expenses of the exchange at Banner, shall be made to the Commission, and if the reports show that the exchange is being operated at a loss to the company, this order will be set aside and the company permitted to move the exchange where it may see proper.

(3) After the rentals now due are paid, the company shall make such reasonable rules and regulations as to the time of payment of rentals, which it may see proper, either requiring payment of one month's rent in advance or such other reasonable rules as may guarantee the payment of rentals.

(4) The exchange shall be re-established at Banner, provided a suitable place can be acquired for its operation, and the operation of this exchange at a store, unless it has an independent operator other than the owner of the store, will not be satisfactory and shall not be done. If the officers of this company can not secure a proper place at Banner for this exchange, they shall so report to the Commission and this order will be changed, and they will be authorized to establish an exchange near El Reno.

This order shall take effect on and after the 3rd day of October, 1913.

In Witness Whereof, We have hereunto set out hands and affixed the seal of the Commission, this the 23rd day of September, A. D., 1913.

ORDER No. 751.

Cause No. 1804.

F. H. Reiley, *et al.*,

Complainants,

v.

Shawnee Gas & Electric Company,

Defendant.

Western Ice & Cold Storage Co.,

Complainant,

v.

Shawnee Gas & Electric Company,

Defendant.

Shawnee Ice Company,

Complainant,

v.

Shawnee Gas & Electric Company,

Defendant.

Shawnee City Water Works,

Complainant,

v.

Shawnee Gas & Electric Company,

Defendant.

APPEARANCES:

For the Complainants: F. H. Reiley;

For the Defendant: Edward Howell, Attorney.

OPINION AND ORDER.

By the Commission:

There were four separate complaints filed in this case, three of which had special reference to gas companies by industries and one for domestic use.

Without going into the details in this case, it appears that the Shawnee Gas & Electric Company has been charging for domestic consumption 35 cents per thousand cubic feet with a five cent per thousand cubic feet discount if paid within ten days after the date on which it is due; also had a flat rate of 10 cents per thousand cubic feet for manufacturing purposes if as many as three million cubic feet were used; while at Oklahoma City, Guthrie and other places the price for domestic consumption is 30 cents per thousand cubic feet and a graduated scale for manufacturing purposes.

Gas for domestic consumption is known to be the most convenient fuel that can be used and should there be a shortage of gas at any time, the manufacturing consumption must give way to domestic consumption. Shawnee, Oklahoma City and Guthrie, and other points are supplied by the same pipe lines, and upon extremely cold days when a sufficient amount of gas cannot be furnished for domestic consumption for all of the towns supplied by this company, the use of gas in all these towns for manufacturing purposes must be discontinued and the preference given domestic use.

The Commission finds that Shawnee is discriminated against and especially as to rates charged for domestic consumption and the following order is only for the purpose of giving to Shawnee the same rates as are now charged Oklahoma City, Guthrie and other points. The same minimum rate as is now charged in Oklahoma City, and Guthrie will be authorized pending a hearing of the Commission on the question of minimum rates in Oklahoma City, and should the Commission change the minimum rates in Oklahoma City, the minimum rates herein shall conform to the minimum rates finally fixed by the Commission.

The defendant insists that an order of this kind would be unfair

to it inasmuch as it furnishes the city hall at Shawnee gas free, under its charter and contract with the City, which would have amounted last year under the special rates to \$866.99. To allow the gas company to make an additional amount on its domestic consumption to pay for that gas used by the City Hall it would be necessary to charge domestic consumers 4.5 mills more than is now charged at Oklahoma City per thousand cubic feet based on the amount used last year. This seems so small that the Commission will not entertain it at this time.

It is, therefore, ordered that the defendant, the Shawnee Gas & Electric Company, shall charge a rate not to exceed 30 cents per thousand cubic feet of natural gas for the first 200,000 cubic feet; that if the same is paid within ten days after the same is due, a discount of not less than 5 cents per thousand feet shall be allowed. For the next 300,000 cubic feet, 21 cents per thousand cubic feet with 5 cents per thousand cubic feet discount, if bills are paid within ten days after due; for the next 1,000,000 cubic feet 13½ cents per thousand cubic feet with a discount of 2½ cents per thousand cubic feet, if bills are paid within ten days after due; for all in excess of 1,500,000 cubic feet, 12½ cents per thousand cubic feet with a discount of 2½ cents per thousand cubic feet, if bills are paid within ten days after due. A minimum charge may be made not to exceed \$1.00 per month, until such time as the case in Oklahoma City involving the minimum charge is decided by the Commission, and a rate fixed therefor, after which the minimum rate in Shawnee shall be the same as that fixed in Oklahoma City. The minimum rate for H. P. connected capacity shall be for the first 15 H. P. \$10.00; for all additional 50 cents per H. P. This minimum shall be in force and effect until the case at Oklahoma City is determined after which the same minimum fixed in that case shall apply at Shawnee.

This order shall take effect and all gas used during and after the month of October shall be charged for at the rates above authorized.

Oklahoma City, September 26th, 1913.

ORDER No. 752.

Cause No. 1786.

In re Proposed Order 126 to the Missouri, Kansas & Texas Railway Company, and the Wichita Falls & Northwestern Railway Company, to charge the same rate for passengers and freight on the Wichita Falls & Northwestern Railway as is charged on the Missouri, Kansas & Texas Railway Company.

APPEARANCES:

- Chas. West, Attorney General, for the State of Oklahoma ;
C. L. Jackson, Attorney for the Missouri, Kansas & Texas Railway
Company ;
C. C. Huff, Attorney, for the Wichita Falls & Northwestern Rail-
way Company.

OPINION AND ORDER.

By the Commission :

In the hearing of this case, it appeared that the Wichita Falls & Northwestern Railway, has, since it was exempted by the Commission, been charging three cents a mile for passenger fares, and under the Commission's former order may charge for a three line haul on commodities originating on the Missouri, Kansas & Texas Railway and destined to points on the Wichita Falls & Northwestern, or vice versa.

Mr. Huff on behalf of the Wichita Falls & Northwestern Railway objected to an order being issued setting aside the order of the Commission exempting that company from the operation of the two cent fare provision of the Constitution.

The Commission will not go into the receipts of the Wichita Falls & Northwestern Railway Company at this time; nor the relation sustained between the Wichita Falls & Northwestern and the Missouri, Kansas & Texas Railway Company, but we see no reason why the same rate should not apply on the Wichita Falls & Northwestern that apply on the Missouri, Kansas & Texas Railway Company's system.

It is, therefore ordered that the order heretofore made exempting the Wichita Falls & Northwestern Railway Company from the operation of the two cent fare provision of the Constitution be set aside. It is further ordered that the Wichita Falls & Northwestern Railway Company shall charge for passengers within the State of Oklahoma at the rate of two cents per mile; that where freight originates on the Missouri, Kansas & Texas Railway and destined to a point on the Wichita Falls & Northwestern Railway, an additional line rate shall not be added except for intermediate carriers; or where freight originates on the Wichita Falls & Northwestern Railway and is destined to points on the Missouri, Kansas & Texas Railway within Oklahoma, it shall not be charged an additional line haul except for intermediate carriers.

This order shall be in full force and effect on and after the fifteenth day of October, 1913.

Oklahoma City, September 26, 1913.

ORDER No. 753.

Cause No. 1805.

H. E. Grider, *et al.*, Mannsville, Oklahoma,
Complainants,

v.

Mannsville Telephone Company,
Defendant.

Asking for Adequate Telephone Service.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission :

Numerous informal complainants had been filed with the Commission against the Mannsville Telephone Company, relative to the character of service given its patrons, before a hearing in this case was ordered.

The complaints were, in the main, based upon the claim that the defendant company would not pass long distance calls on connections with the Pioneer Telephone & Telegraph Company only at such times as it pleased the operator to do so and that Ballard Rich, son of the owner and proprietor of the exchange was accustomed to using profane and obscene language over the telephone to subscribers in the exchange and to operators of the Pioneer Telephone & Telegraph Company in other towns.

The evidence shows, and the Commission finds, that at the time of the hearing there is little complaint as to the character of service rendered by defendant, since D. P. Rich, the owner of the exchange was, and had been for some weeks, operating the switchboard himself; that there was never any complaint on account of discourtesies when he was at the switchboard. It was shown by evidence of the Pioneer operators from Ardmore and by subscribers in the Mannsville exchange that when the son of the exchange proprietor was operating the switchboard, the service was very poor and unsatisfactory in that he would not pass toll calls or give exchange connections, except at times it suited him and that he would curse and abuse operators in other towns and patrons of the local exchange—using obscene and profane language to them and even refusing connections. It was also shown by the evidence that there have been "leaks" from the telephone exchange, of private business transactions, of its patrons, such as information on market reports, cotton sales, etc., and it was further shown that there were often loiterers around the switchboard that would hinder the operator in giving efficient service; at times there was loud and boisterous language around the

switchboard which rendered it impossible for the operator to properly attend to business.

It is apparent from the evidence that the owner and manager of the Mannsville exchange believed that because he was sole owner of the exchange, he had a right to operate it as he pleased and that the public should not be concerned, and had no interest in the methods of operation or in the character of service furnished. The Commission, therefore, considers it necessary to lay down certain rules for the operation of defendant's exchange at Mansville, outlining to defendant duties which the law devolves upon operators of all public service utilities.

The telephone business, like other business of a public service nature, is one affected with a public interest. The franchise under which an exchange is constructed belonged to the public and the right-of-way occupied by its pole and wire lines belongs to the public. The control of its rates, practices and service is inherent in the sovereign power because it is a business affected with a public interest, and one in which the rights of the public should and must be respected. The public is entitled to the most efficient service that defendant can render with the facilities at hand, and, above all, is entitled to courteous and respectful treatment by the owner of the exchange and by all in his employ, in the operation of the exchange.

It Is Therefore Ordered, that defendant, the Mannsville Telephone Company, shall render to its patrons as nearly adequate service, in making prompt connections on long distance and local exchange calls, as can be afforded by the facilities in the plant or additions thereto; that defendant shall guard against any information being given out from its switchboard or its office relating to the business transactions or other private affairs of its patrons; that it shall place, or have placed, a railing around its switchboard, so enclosing it as is necessary to keep loiterers or loafers away from the board a sufficient distance to avoid interruptions in the service and hindrance of its operators, and shall not allow any one inside of such enclosure except those that may have business there.

It Is Further Ordered, that defendant shall not permit the use of obscene or profane language over its switchboard either to persons within the local exchange or to operators of other telephone companies in other towns, and shall see to it that long distance calls in and out shall be passed through the switchboard in a courteous and respectful manner, both as affecting other operators and those using the toll line service.

This order shall be in full force and effect on and after the 20th day of October, A. D., 1913.

In Witness Whereof, we have hereunto set our hands and affixed the seal of this Commission, this the 7th day of October, A. D., 1913.

ORDER No. 754.

Cause No. 1188.

F. A. Fluche, *et al.*, Crekola,

Complainants,

v.

Missouri, Oklahoma & Gulf Railway Company and St. Louis & San Francisco Railroad Company,

Defendants.

Asking for Joint Agent.

Complaint was filed by citizens of the community of Crekola, the junction of the Missouri, Oklahoma & Gulf and the St. Louis & San Francisco Railroads, which is located 7.4 miles southwest of Muskogee via the Frisco and 9.94 miles via the Missouri, Oklahoma & Gulf Railway, praying for an order requiring defendant railroad companies to install and maintain station agents or a joint agent at their depot in said town.

The evidence shows that the depot at Crekola was moved from the town of Chase on the Frisco some three years ago and was located between the tracks of the two roads near their junction, with platforms on either side facing toward the roads; that an agent was installed at a salary of \$30.00 per month, one-third of which was to be paid by each of the defendant railroad companies, the other third to be paid by a townsite company, that the townsite company at some time after the agent was installed refused to pay its share of the agent's salary and defendant railroad companies dismissed the agent.

The evidence shows that there are 11 or 12 houses in the town of Crekola, two of which are empty and that there are twenty-five families resident in a territory of two miles square embracing the town of Crekola as the center of such square; that there are two stores in the town, neither of which carries a stock exceeding in value \$1,500; that the chief product of agriculture raised in that community is hay; that there have been a few cars of corn and oats, which, together with the hay shipments outbound, make approximately one hundred cars a year; that there is no inbound freight except less than carload shipments and two or three cars of machinery shipped in for the purpose of prospecting for oil and two or three cars of lumber. A statement filed by the Missouri, Oklahoma & Gulf Railway Company shows revenues derived from passenger business from June, 1910 to March, 1911, inclusive and revenues derived from passenger business for nine months ending with February, 1911 to be an average of \$43.79 per month for outbound and \$94.77 per month for both in and out passenger business, and \$5.42 per

month for inbound freight business and \$38.55 per month for both in and out freight business during the nine months ending with February, 1911 at Crekola. Crediting to transportation fifty per cent. of the revenues, would give to the station at Crekola a credit of \$19.27 per month from freight traffic. Dividing the total revenues derived from both freight and passenger business originating at or destined at Crekola, crediting to transportation one-half of the amount, would give to the station at Crekola \$66.66 per month. A statement filed by the St. Louis and San Francisco Railroad Company for six months, commencing with October, 1909, shows an average per month of \$59.27 derived from freight forwarded; \$90.95 derived from freight received and \$51.38 derived from passenger business. Dividing the total revenues between transportation and station, crediting to transportation fifty per cent of same would show a credit to Crekola station of \$100.70. The statement filed by the Frisco covered a period of six months when an agent was maintained at Crekola. The statement shows that for the six months ending with January, 1911, \$118.27 was derived from freight forwarded; \$45.01 from freight received and \$60.50 from passenger business, an average per month of \$111.89 credited to the station of Crekola on the basis of fifty per cent of total revenues. The sum of the revenues properly creditable to the Crekola station, Frisco and Missouri, Oklahoma & Gulf, would be an average per month of \$178.58.

The principal ground of the complaint herein is that the shippers have trouble in getting cars and obtaining bills of lading therefor when loaded—a difficulty distinctively common to flag stations.

The evidence of one of the heaviest shippers of the community shows that during the past harvest season he had more than six cars of oats for outbound shipment which were loaded at Muskogee; that his farm is located nearer Crekola than Muskogee, but that he did not load at Muskogee on account of no agent being maintained at Crekola but for the reason that no grain buyer was located at that point.

The evidence shows further that the inbound less than carload shipments are principally those of merchants whose places of business are near the depot; that the local freight trains from Muskogee pass through Crekola in day time; that the average cost of maintaining an agent is about \$65.00 per month; that a brick plant was constructed sometime in the past in the town of Crekola, but that no brick had ever been shipped out and that in all probability the owner would move the plant away from the town on account of the high cost of fuel making the business unprofitable.

The Commission finds from the evidence that a total average revenue per month of \$66.66 creditable to the station on account of the Missouri, Oklahoma & Gulf Railway Company would not justify that

road in maintaining a separate agent or even its proportion of the expense of a joint agent, and that a total average revenue per month of \$111.89 creditable to the station on account of the St. Louis & San Francisco Railroad Company, its proportion of the expense of maintaining an agent would be a burden on that road and would reduce the total net revenues derived from its traffic to a figure rendered; that the local freight trains on which the less than carload freight traffic is handled out of Muskogee into the town of Crekola pass through said town in day time furnishing to the merchants a reasonable and adequate service considering the revenues derived from all operations, their freight not being subjected to loss or damage when same may be delivered to them by the Conductor.

The Commission further finds that the only reasonable necessity for an agent in said town is on account of the difficulty in obtaining and billing out carload shipments; that the bulk of such shipments is hay—a low grade commodity which produces small revenue, and that such shipments are, of course, made within a short period of time following the hay harvest. Taking out the hay shipments which are made in a brief period of time from the general average revenues per month, would doubtless so much reduce the revenues for any given month, when hay shipments are not being made, to a figure which would greatly lessen the justification and the reasonable demand for an agent to be maintained at that station for all time. That the average cost of maintaining an agent in the smaller towns is approximately \$65.00 per month and the revenues derived from the traffic, and the reasonable necessities of the shippers and the traveling public, do not warrant the requirement that an agent be maintained.

The Complaint is, therefore, dismissed without prejudice and with the suggestion to complainants that at any time in the future, when, in their judgment, traffic is so increased as to justify the railroad companies in maintaining an agent, the Commission will hear additional evidence upon their request and will, if the facts justify, order defendants to install and maintain an agent.

In Witness Whereof, we have hereunto set our hands and seal this the 16th day of October, A. D., 1913.

ORDER No. 755.

Cause No. 1834.

Proposed Order No. 134.

To All Persons, Firms or Corporations engaged in the business of transporting, distributing or selling natural gas; or manufacturing, distributing or selling artificial gas; or generating, distributing or selling electric current; or supplying distributing or selling water to consumers within the State of Oklahoma, and to all whom it may concern:

Pursuant to publication of Proposed Order No. 134 in the Daily Oklahoman, a newspaper of general circulation in the State of Oklahoma, and County of Oklahoma; for four consecutive weeks; and, pursuant to a hearing had thereon in the office of the Corporation Commission in Oklahoma City, Oklahoma on the 14th day of October, 1913, at which hearing only the Public Service Company of Oklahoma, by Mr. Fred W. Insull, was represented, who stated that his company had no objections to the entering of a final order to conform substantially to the requirements of the proposed order herein, and at which hearing it was apparent that no person, firm or corporation which would be affected by the requirements of such an order desired to interpose any objections to the promulgation of the final order:

It is, therefore, ordered that each and every person, firm, association or corporation engaged in the business of transporting, distributing or selling natural gas; or manufacturing, distributing, or selling artificial gas; or generating, transmitting, distributing or selling electric current for heat, light or power; or pumping, supplying, distributing or selling water for commercial, domestic, municipal power or irrigation purposes, to consumers within the State of Oklahoma, shall file with the Corporation Commission of Oklahoma on or before the first day of December, 1913, a certified copy of their respective rate sheets, schedules and tariffs, of each form of application for service and each form of contract in effect on the first day of August, 1913 pertaining to the transportation, transmission, distribution, pumping, furnishing, supplying or sale of gas, electricity or water.

It is further ordered that no such persons, firms, associations or corporations shall, for any utility which they may represent, advance any rate or change the form or forms of applications or contracts in effect on this date without first having submitted such proposed rate or form to the Corporation Commission at least thirty (30) days prior to the proposed effective date thereof; and the same shall not become effective unless and until approved by the Corporation Commission.

This order shall be in full force and effect on and after the 15th day of November, 1913, a date subsequent to four successive weekly publications in the said Daily Oklahoman.

Dated at Oklahoma City, this 16th day of October, 1913.

ORDER No. 756.

Cause No. 1839.

City of Collinsville, Oklahoma, by T. J. Rowland, Mayor, *et al.*,
Complainants,

v.

Collinsville Gas Company, a corporation,
Defendant.

Asking that the Collinsville Gas Company be made to comply with contract previously made.

OPINION AND ORDER.

By the Commission:

T. J. Rowland, Mayor, City of Collinsville and others filed complaint against Robert L. Henry of Chicago, Ill., for failure to comply with a contract made with the City of Collinsville on February 20th, 1906 and again on a contract made with the Collinsville Gas Company on April 22nd, 1912.

The evidence shows that the gas has been very weak at different times during cold weather in the winter of 1912 and 1913, and in many cases people had to go to their neighbors to cook their meals where there was a coal or wood stove to cook with, and children had to go to bed to keep warm.

The Collinsville Gas & Light Company had to shut down the light and water plant at times for want of gas and finally had to hitch on to another line in order to get gas. The defendant Robert L. Henry admits that the gas was low at a few times and at the time of the shortage at the light and water plant they were changing connection, etc. The defendant manifested a desire to comply with his contract in the future. The plaintiffs showed that prior to the time they were put on a meter rate, they paid 20c per thousand feet for gas and since they were put on a meter rate they are paying 25c per thousand feet for gas and ask for a reduction in gas rates to 20c per thousand feet.

The plaintiffs complained about the deposits on meters being ex-

cessive and asking for a ruling by the Corporation Commission on that and for a uniform rate to be fixed as a deposit on meters.

It is, therefore, ordered that Robert L. Henry and the Collinsville Gas Company and their successors furnish the City of Collinsville and the Collinsville Water & Light Company an adequate supply of gas at all times and they can not discriminate in prices of gas for the same quantity and must furnish to all alike, and the price for domestic gas shall be 20c per thousand feet, and on the water and light plant the same rates as provided in contract in the franchise. The deposit for meters and to secure the payment for gas used shall be made either in money or a bond approved by a bank or the gas company not to exceed \$5.00 for residence and \$10.00 for hotels and restaurants. The deposit shall be required only from those in the judgment of the Gas Company that they should require a deposit from, and no one shall be required to pay for gas that he does not use during the month. This order to take effect on and after October 26th, 1913.

Dated at Oklahoma City, Okla., this 16th day of October, 1913.

ORDER No. 757.

Cause No. 1833.

Proposed Order No. 133.

In re proposed order to the railroad and railway companies named herein, requiring them to stop trains, inbound and outbound, at the nearest station to Oklahoma state line within the state for the purpose of allowing passengers to purchase tickets.

TO THE:

Atchison, Topeka & Santa Fe Railway Company;
 Chicago, Rock Island & Pacific Railway Company;
 Chicago, Rock Island & Gulf Railway Company;
 Fort Smith & Western Railroad Company;
 Gulf, Colorado & Santa Fe Railway Company;
 Kansas City, Mexico & Orient Railway Company;
 Kansas City, Mexico & Orient Railway Company of Texas;
 Kansas City Southern Railway Company;
 Midland Valley Railroad Company;
 Missouri, Kansas & Texas Railway Company;
 Missouri, Oklahoma & Gulf Railway Company;
 Oklahoma Central Railway Company;

St. Louis, El Reno & Western Railway Company;
St. Louis & San Francisco Railroad Company;
St. Louis, Iron Mountain & Southern Railway Company;
Wichita Falls & Northwestern Railway Company.

APPEARANCES:

Atchison, Topeka & Santa Fe and Gulf Colorado & Santa Fe Railway Companies; Cottingham & Bledsoe;
Chicago, Rock Island & Pacific Ry. Co., C. O. Blake;
Missouri, Kansas & Texas Ry. Co., C. L. Jackson;
St. Louis & San Francisco R. R. Co., R. A. Kleinschmidt;
St. Louis, Iron Mountain & Southern Ry. Co., Thos. B. Pryor;
Kansas City, Mexico & Orient Ry. Co., Flynn, Lowe, Chambers and Richardson.

This proposed order was heard on September 13th, 1913 after due notice at which time all railroads interested were represented and objections heard. It is shown that all the railroads represented objected to the proposed order as outlined, because that would interfere with interstate traffic and which they claim will interfere with the interstate law. Some of the railroads claim they have made application to the Interstate Commerce Commission for permission to sell interstate tickets to points in the states that have the two cent rate and they cannot sell tickets interstate until they get that permission. It is not the desire of the Corporation Commission of Oklahoma to promulgate orders in conflict with the interstate laws but to protect our passengers inside of the state.

It is therefore ordered, that passengers on trains desiring to continue their journey within Oklahoma beyond the station to where ticket was originally purchased, shall be permitted to pay the regular fare, and no penalty shall be collected in excess of the regular fare, unless the carrier gives passenger an opportunity to purchase a ticket at the station to where they were originally destined.

This order to take effect on and after November 1st, 1913.

Dated at Oklahoma City, Okla., this the 16th day of October, 1913.

ORDER No. 758.

Cause No. 1797.

W. D. Fugatt, *et al.*, Enid, Oklahoma,
Complainants,

v.

Mahoney Bus, Baggage, Carriage and Taxicab Co.,
Defendant.

Violation of Anti-trust Act.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

W. D. Fugatt, *et al.*, filed complaint against the Mahoney Bus, Baggage, Carriage and Taxicab Company of Enid, Oklahoma, and charge discrimination in their charges and hauling baggage.

The case was set for hearing in Enid and on the day set was heard and the evidence shows there had been some discrimination. Section 8804 and 8812 of Snyder's Compiled Laws of Oklahoma prohibit discrimination in prices of service and any one in public business cannot refuse to haul for anyone or select his customers but must treat all alike in service and cannot discriminate in prices between his customers.

It is, therefore, ordered that the Mahoney Bus, Baggage, Carriage and Taxicab Company and their successors shall not refuse to haul baggage or discriminate in hauling or in their prices between their customers in the City of Enid and must treat all alike while in public business.

This order to take effect on and after November 1st, 1913.

Dated at Oklahoma City, Okla., this 17th day of October, 1913.

ORDER No. 759.

Cause No. 1686.

A. E. Mascho, and L. C. G. Corley,
Complainants.

v.

The Chandler Cotton Oil Company, a corporation; D. R. Owen, L. H. Rooney, Kate Gordon, and Oklahoma Gin Company,
Defendants.

APPEARANCES:

For Complainants: Johnson & Cordell, Attorneys;
For Defendant Chandler Cotton Oil Co., Geo. B. Rittenhouse;
For Defendants D. R. Owen, L. H. Rooney and Kate Gordon,
Hoffman & Foster;
For Defendant: Oklahoma Gin Company, H. M. Peck.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

Complaint was filed by A. E. Mascho and L. C. G. Corley of Chandler, against the Chandler Cotton Oil Company, *et al.*, operating gins in the town of Chandler, Oklahoma, alleging that the defendant Chandler Cotton Oil Company, working in conjunction with the other defendants, had closed down its gin in the town of Chandler with an understanding by the terms of which it is to receive the seed from all cotton purchased by the operators of the gins of the other defendant companies, upon which it agreed to pay a premium or commission of \$2.00 per ton; that subsequent to such agreement between the Chandler Cotton Oil Company and the other defendants there was an arbitrary advance in the price of custom ginning to \$4.00 per bale and that thereafter the defendant gin companies refused to allow seed buyers to drive their wagons under the seed hoppers of defendants to take away cotton seed bought by them in the regular order and course of business transactions.

The complainant further alleges that the actual cost of ginning a five hundred pound bale of cotton, including bagging and ties and the wear and tear of machinery and interest on investment, does not exceed the sum of \$2.75.

Complainants pray that an order be made requiring defendants to gin all custom cotton for a sum not exceeding \$3.50 for a 500 pound bale and that plaintiffs and all other persons be allowed the privilege of driving their wagons under defendants' seed hopper to take away the seed from all cotton which they may own or which may have been bought by them in the regular order of business and requiring that all persons be permitted to take their regular turn at ginning at the gins of defendants and that defendant Chandler Cotton Oil Company, be required forthwith to open up and operate its cotton gin in the City of Chandler and purchase cotton and cotton seed as may be offered it without discrimination and to buy cotton on its merits and not upon the condition, that the seed should also be sold to it.

REVIEW OF EVIDENCE.

The evidence shows that there are at the present time five cotton gins in the town of Chandler and that thus far during the present season four of them are in operation; that the average number of bales of cotton ginned in the town of Chandler during the past few seasons has ranged from 6,000 to 6,500; that the crop in Lincoln County this season is not more than 60 per cent of the average and that the number of bales to be ginned by the gins of defendant companies will not exceed 4,000; that of the five gin plants in the town there are now four plants in operation, two belonging to D. R. Owens, one to L. H. Rooney and a fourth plant is known as the Round Bale gin plant; evidence was offered to the effect that on account of the light yield of cotton in Lincoln County it would cost more for custom ginning than \$4.00 per bale, the price now charged by defendants; that during the previous season of 1912-13 it cost defendants more than \$4.00 per bale to gin custom cotton, which was assigned as the reason for the advanced rate. It was shown that in that section of country approximately an average of 10 per cent of cotton ginned by all gins was custom ginning and that there was as a rule little demand for custom ginning at the present time, the great majority of cotton being sold in the seed.

Evidence was introduced showing the cost of ginning per bale of cotton in various towns in the State of Oklahoma during the season of 1912-13; that at Carpenter with a total of 268 bales ginned the average cost per bale was \$5.80; that at Leedey with a total number of 797 bales ginned the average cost per bale was \$6.05; that at Strong City with a total number of 301 bales ginned, the average cost per bale was \$5.55; that at Elk City with a total of 1206 bales ginned, the average cost per bale was \$5.10; that at Foss with a total of 962 bales ginned, the average cost per bale was \$4.20; at Hammon, with a total of 691 bales ginned, the average cost per bale was \$5.80; that at Sayre, with a total of 940 bales ginned, the average cost per bale was \$5.10; that at Texola with a total of 1,014 bales ginned, the average cost per bale was \$4.45. That the average cost per bale for the ginning season of 1912-13 for the towns of Davenport, Warwick, Depew and Bristow, in which towns a total of 3,778 bales were ginned, excluding interest on investment and depreciation on plant, was \$4.67; that including interest on investment and depreciation on plant (considering the average life of a gin plant to be twelve years) the average cost per bale was \$5.74.

The evidence further showed that the Cawthorne Cotton Company of Fallis, the Houghton & Doughles Cotton Company of Fallis, the Avery Gin at Avery, the Kendrick Cotton Company at Kendrick, R. C.

Jones Gin at Kendrick, Commonwealth gin at Davenport, Round Bale Gin at Stroud and the Uslesbe Gin at Stroud, all in Lincoln County, make a uniform charge of \$4.00 per bale for custom ginning.

The evidence further showed that with regard to the cost of ginning from 75 to 90 per cent of the cotton ginned by defendant companies was their own cotton purchased in the seed from the farmers and that all the cost incident to the purchase and soliciting of cotton for their respective gins was pro-rated in the cost of ginning among the number of bales ginned as a portion of the cost of ginning; for example, a manager at a salary of approximately \$1,000 a year, and among other things there is charged the salary of a bookkeeper, a suction feeder, and the salary of a street buyer.

The evidence further shows that at a strictly custom gin plant it is the common practice for a farmer to unload his own cotton from the wagon through the suction feeder and that never are more than four men required to operate a four-stand gin plant—a fireman, a ginner, a pressman and a packer, often one man acting in the capacity of pressman and packer and tying out the cotton himself, and in such cases where request is made for weighing, the fireman weighs the cotton and where, as in this case, gas is used as fuel, the foreman or engineer has ample time to weigh the cotton before ginning, to weigh back the seed and to weigh the cotton in the bale and keep all necessary books. The evidence of one of the complaining witnesses, while operating a gin for one of the defendants at Bristow, showed that out of more than 1,500 bales ginned, 243 bales were custom ginned, and that in his judgment he could have operated the gin and maintained the plant for the custom ginning received, but on an accounting of the cost per bale of ginning the 243 bales ginned during the season it was shown by his evidence that it could not be done. Considering the salaries of four men, which he claimed were necessary, the cost of fuel, bagging and ties, depreciation on plant, interest on investment, oils, insurance and taxes, the cost per bale for the 243 bales would have aggregated \$12.92. It is obvious that in the town of Bristow under competitive conditions a gin plant could not operate through a ginning season with a patronage of 243 bales, but if all the cotton which such a plant might receive for ginning were custom ginned, the units of cost per bale would be substantially reduced.

It was shown by the evidence that the average gin plant in the town of Chandler could handle 28 bales per day and that the busy ginning season covered approximately 100 days, and that the cost per bale was little if any more when running a full ginning capacity than when being ready for service at all times during the ordinary busy ginning season.

In other cases investigated by the Commission, in the Southern part of the state, it has been shown that the price of ginning ranges as low as \$2.25 per bale, including the charge for bagging and ties and out of such charge it is claimed that the ginners realize a profit. Many ginners are charging 40 cents per hundred for lint and \$1.00 for bagging and ties.

It is shown that at Chandler, Stroud, Davenport, Meeker, Arcadia, Midlothian, Kelleyville and Depew the gins furnished with gas for fuel by the Oklahoma Fuel Supply Company in the season of 1912-13 the average cost of fuel per bale ginned was 44.9 cents. At Texola, where, it was shown by the evidence of Mr. Clayton, the cost per bale for ginning was \$4.45 for the same season, there is nothing in the record to show what may have been the cost per bale of fuel. In all probability Texola being out of the district supplied with gas and far removed from the coal fields or timber region, the fuel cost per bale ginned would greatly exceed the average in the Chandler district and there may be a reason on account of the cost of fuel for the cost per bale of custom ginning to run as high as \$4.45.

It is further shown by the evidence that some of defendants have been and are accustomed to short-cutting patterns of bagging and that the measurement of the bagging on some of the bales which have gone out from their gins does not exceed $4\frac{1}{2}$ yards, when the standard pattern is 6 yards. There is also question in the record as to whether or not the bagging and ties are of standard weight. It was claimed in the evidence for complainants that the standard weight of a pattern of bagging and ties is 24 pounds and that such weight is based upon a two pound tie, six of which would aggregate a weight of 12 pounds and six yards of two-pound bagging an additional 12 pounds. It was claimed by defendants that the standard weight of ties as prescribed by the Cotton Association is $1\frac{1}{2}$ pounds each for six ties and two-pound bagging of a standard pattern of six yards. It was also claimed by defendants that the price of bagging and ties had advanced since the opening of the season from 90 cents to \$1.12 per pattern and that the price at the beginning of the season 1912-13 was 80 cents, making an advance of 30 to 45 cents per pattern.

It was also shown from the evidence that the defendants are under agreement with the Chandler Cotton Oil Company to turn over to it all of their seed on a commission basis of \$2.00 per ton over the current market price, the ginners hauling the seed themselves or bearing expense of the hauling, and that one of the complainants Mr. Corley, was at the time of the last hearing paying \$2.00 above the current market price, which is \$20.00. In other words, he is paying \$22.00 per ton

for cotton seed and shipping them to Kansas City, where he receives \$24.00 per ton f. o. b. the cars Chandler; and, that recently an attempt had been made by the defendant ginners to pay 15 cents per hundred pounds of seed cotton over the market price, to absorb the difference in the price paid for seed by them and by complainant Corley.

The evidence also shows that the line or "system" gins operating in this section of country do not depend upon a profit on custom ginning, but that they operate their gins for the purpose of advantage in buying cotton and that they, in installing additional gins, do not do so with the object or desire to engage further into the ginning business, which they claim is not profitable, but for the purpose of giving them additional advantages in the cotton market; and, that the cost of ginning the proportion of custom ginned cotton is charged with the expense of buying and selling cotton and seed.

FINDINGS OF FACT.

The Commission finds from the evidence that there are at the present time a greater number of gins operating in the town of Chandler than are necessary to handle the crop of the season of 1913-14, and a greater number than can be operated at a profit even if all cotton were custom-ginned; that the estimate of 4,000 bales which will be ginned during the season is probably a fair one and that two gins running at a time can fairly handle the crop, and that as a matter of economy and business acumen, the ginners should agree to operate only two gins at the same time and alternate the operation of their plants from day to day, during the busy ginning season, that the claims of ginners that the cost of ginning per bale range from above \$4.00 to \$6.00 are erroneous, as a great proportion of such expense is not an expense incident to ginning, is an expense of cotton buying and selling and not properly assignable to the cost of ginning.

The Commission finds from investigation in other cases and by general inquiry that the prevailing price for custom ginning over the state does not exceed \$3.50 per bale and that where a price of \$4.00 is charged in any particular community, it is where the large cotton or oil mill companies have a line of gins, which places them virtually in control of the ginning business and enables them to dictate and fix the price of ginning; that such companies as a rule prefer to buy the cotton in the seed in order that they may obtain or control the seed and that they are in a position to place the price of custom ginning at a figure that will make it more profitable to the farmer to sell his cotton in the seed than to have it custom ginned and retain or sell his seed, separate from the cotton.

The Commission finds that if defendant companies have at any time short-cut bagging patterns it is a clear loss to the farmer that such practice should be discontinued; and, that the owner of cotton seed, whether the farmer having the cotton ginned or one who buys the seed from him, should be permitted to drive his wagon under defendant companies' seed hopper and haul the seed away; however, the companies should not be placed under any special obligation to a seed buyer, in the matter of service, if he is not there at the proper time to haul the seed away.

Considering that the cost of bagging and ties fluctuates, it is the opinion of the Commission that a fixed price for ginning including the cost of bagging and ties should not be established for any community, by order of the Commission and that the ginner is entitled to ten per cent, as a reasonable profit on the current market price thereof, additional to a fixed price per one hundred pounds of lint cotton, for ginning; the Commission further finds that 50 cents per one hundred pounds of lint cotton is a reasonable price and a proper charge and that the standard weight of bagging and ties per pattern is 21 pounds.

The Commission further finds that the evidence does not show the necessity for requiring the Chandler Cotton Oil Mill Company to operate its gin at present; that there are now more gins operated in Chandler than are necessary; and the prayer of complainants that said defendant be required to operate its gin plant will be denied.

It is, therefore, ordered that the defendants, the Chandler Cotton Oil Company, a corporation, D. R. Owen, L. H. Rooney, Kate Gordon, and the Oklahoma Gin Company, gin custom cotton in the town of Chandler for 50 cents per hundred pounds lint cotton with a minimum charge of \$2.50 per bale; that defendants furnish the standard bagging and ties at a price not to exceed 15 per cent above the wholesale cost thereof with a minimum charge for bagging and ties of \$1.00 per bale, and for the year 1913, the price of bagging and ties shall not exceed \$1.15 per standard pattern. That the order heretofore issued by the Commission for the year 1912, which was set aside upon the defendants giving bond to refund the difference to the parties entitled thereto of the amount charged and the amount finally fixed as the legal rate for ginning at Chandler, is hereby reinstated and the reasonable charge for 1913 is 50 cents per hundred pounds for lint cotton with a minimum of \$2.50 per bale, with an additional charge of \$1.00 for bagging and ties.

The defendants are further ordered to permit any person who may have cotton ginned to go upon the premises for the purposes of getting the cotton and the seed; that the parties having cotton ginned shall call for the seed at the time the cotton is ginned or as soon thereafter as

may be convenient to the owner of the gin. That the refunds herein above described shall be made by the first day of December, 1913. That this order shall be in full force and effect on and after the 1st day of November, 1913.

Oklahoma City, Oct. 17, 1913.

ORDER No. 760.

Cause No. 1837.

C. L. Pratt, Jr., *et al.*, Salina,

Complainants.

v.

Missouri, Oklahoma & Gulf Railway Company,

Defendant.

APPEARANCES:

For Complainants: C. L. Pratt;

For the Missouri, Oklahoma & Gulf Railway Co., J. C. Wilhoit;

For citizens of New Salina, Ed. O. Cassidy.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The complaint in this case alleges in substance that there is no depot at the town of Salina and asks that the depot be moved three-quarters of a mile north of where it is now located to a point near Ferry Street within the incorporate town of Salina; that the present location of the depot is inconvenient to 90 per cent of the residents and patrons thereof; that at the place where the depot is located (hereafter designated in this opinion as New Salina) no water for domestic or industrial consumption is obtainable; that because of this fact no cotton gin, elevator, canning factory or other industries have been located there; that the point where the depot is desired is immediately opposite the ford on Grand River where it is contemplated to build a bridge at some future date; that if the depot is moved to point requested, the building of the bridge would be greatly facilitated and that cotton gin, elevator, canning factory and other industries will be located at Salina.

There is also a second petition filed asking that the depot be moved, alleging that a large portion of the agricultural area which makes up the country that patronizes the railroad at Salina is east of Grand River and people living in that locality can only reach Salina by means of the ford, ferry or bridge when the same shall have been built.

These petitions were signed by one hundred thirty-six, seventy-one of which were farmers.

A petition protesting against the movement of the depot was filed by the citizens of New Salina, signed by thirty-six petitioners, who, it is alleged, are residents of the new town.

In the protest and interplea of New Salina, it is insisted that the investment which now consist of one hotel, five general merchandise stores, pool hall, barber shop, livery stable, telephone exchange, a local newspaper, blacksmith shop, grist mill, restaurants, and three two-room brick business houses and between thirty and thirty-five residences have been built mainly since the Commission located the depot at its present location; that it would be a great injustice and a great loss to such investors to move the depot, who at the time the investments were made had a right to rely upon the fact that the depot was permanently located.

Complaint was filed before the Commission about the time the railroad was built through the town of Salina and a hearing had thereon. The Commission, on the 14th day of September, 1912, after a full investigation, made the following findings of fact, opinion and order:

"The complaint in this case alleges in substance that the village of Salina is located in Mayes County about 100 yards from the right of way of the defendant and has a population of about 400 inhabitants.

"The complainants pray that the defendant be required to establish a depot at or near the ford of Grand River on its right of way. The defendant makes application to locate the depot about three-quarters of a mile south of the point insisted by the complainants.

"This case was heard at Salina by Commissioner Watson and afterwards Chairman Love and Commissioner Henshaw viewed the premises. The business portion of the old town of Salina is located three-quarters of a mile from the point where the complainants desire the depot to be located and seven-eighths of a mile from the business portion of the new town or point where the defendant has prepared to locate the depot. The old village of Salina contains not to exceed 250 inhabitants and the point where they desire the depot to be located is now Indian land which would only be available for townsite purposes by removal of restrictions.

"Application was made to the Indian agent at one time who only agreed to remove the restriction from ten acres. Recently application has been made by one of the Indian citizens to have this restriction removed off of approximately twenty acres. This has not been acted upon so far as the Commission is advised.

"The point where the complainants desire the depot located is close to the ford across Grand River and would be very convenient for the watering of stock, etc. The new town where the defendant desires the depot located is about half way between the ford above mentioned on Grand River and Salina Creek. Salina Creek comes out of the hills or mountains from the northwest and has a gravel bottom over which clear wholesome water flows throughout the year. The same is true with Grand River.

"There is a public road running along Salina Creek between the hills and is the most available way of reaching either town from all points northeast. This road leads to Rose Prairie and on to the town of Kansas about fifteen or twenty miles west. There is also a road running north through the hills and mountains to Spavinaw. The territory of Spavinaw is close to the town of Strang, another new town on this same road.

"The main portion of the people that must support this town must reach the same by the road coming down Salina Creek. The new town being located between the creek and the river would be very convenient from a water standpoint. The fact is that the new town is approximately the same distance from the old town as the point where the complainants desire the depot to be located and it is further shown by the evidence that most of the merchants of the old town are willing that the depot be located at the new town.

"All things considered the Commission is of the opinion that it should not interfere with the location of this depot by the railroad and approves the location where it is now prepared to locate the depot.

"It is, therefore, ordered that the defendant, the Missouri, Oklahoma & Gulf Railway Company, shall build this depot at Salina on the place now created and prepared for the same at what is known as the new town of Salina.

"The above order is made on condition that a wagon road be made down the right of way, if practical, from the ford on Grand River to the new town. When the Commission is given assurance that this road will be established, this order shall be in full force and effect and the depot may be located any time after such assurance is given."

There is no appeal taken from the above order and it became final. It is insisted by the complainants that the conditions have changed and the reasons assigned by the Commission for its former order are not applicable at this time. This contention is partly true. At the former hearing, the land where the new portion of the town of Salina is now located on Ferry Street was restricted land and could not be sold for

townsite purposes. Since that time the restrictions have been removed and the land is being sold for townsite purposes. The other statements in the opinion are substantially correct, with the exception there is a road running due east from Salina over the hill and is only used for light travel; all loaded wagons usually go the route mentioned in the former opinion. It is stated in the former order that Salina Creek has a continual flow of pure water. It was shown by the evidence on second hearing, that there was plenty of water in this creek in places but that the water did not run at all times.

It is claimed by the people of New Salina that their investments, which have been mostly made since the location of the depot, amount to approximately \$100,000. This amount is overdrawn and the probable amount would not exceed \$50,000 outside of the value of their lots. There are 556 lots in New Salina, 189 of which have been sold for a total sum of \$11,365. Forty-nine of the above number have been sold to outside investors for the sum of \$4,865. There are 152 people residing in the townsite of eighty acres in New Salina or in close proximity thereto. Salina, including the residents in the old part, thereof covers an area of land of about three-quarters by one-half mile. In the new part of Salina where the business is now located there is a bank and six or eight stores, and the postoffice; that a large per cent of the people living in the territory around Salina insist that the depot should be located where prayed for in this petition. There are 440 people who live in Salina or in close proximity thereto.

It is claimed that during the last part of April and May, what is known as salt gnats infested the town of New Salina at times which makes it very undesirable. It is also shown only a part of the wells in New Salina have water that is suitable for domestic use; that if you sink the wells beyond a certain depth, salt water is found and that a sufficient supply of water cannot be obtained without going to the salt strata. There is a spring of fresh water near the town of New Salina which affords an abundance of water. The water at Salina is mostly good, however, some wells in that town have unwholesome water for domestic purposes. Water can be supplied by means of water works to either town at the lowest cost for such facilities.

The situation at Salina is now a townsite controversy, which will result in retarding the growth of substantial business and the town generally and those who are participating in this controversy will doubtless feel the effect thereof from a financial standpoint. These towns should be consolidated and all surplus land in townsites should be sold off in five acre tracts or more to truck farmers, and a water works system established so it could be easily irrigated from the pipes and Salina

made a shipping point for that class of agricultural products, or which would support a good canning factory. By working out a plan along this line, the financial loss to all parties could be stopped. The railroad and the Commission would be glad to locate the depot where it was desired as a result of an adjustment along the lines above suggested. The Commission has no power to bring this about.

We appreciate there is a great sentiment among the old settlers around Salina for the depot to be located near Ferry Street. Their wishes would have been complied with by the Commission had the land at the time of the location of the depot been available. The depot has been located and from Fifty to Seventy-five Thousand Dollars has been invested at New Salina and the people who made these investments had a right to rely on the fact that an order was made and that six months had expired and the same was not appealed, and that it was permanent. All investments that have been made in New Salina have been made with due notice to all such investors that the depot was then permanently located. Three-quarters of a mile to be traversed on a good average road is not a great distance.

The railroad company filed its answer in this case, insisting upon the fact that it had located the depot where it was ordered to do so by the Commission and that it had its passing and team tracks, and that to remove the same where it was prayed for by the complainants, it would sustain a loss of approximately \$9,000. The change of location could be made for a loss all told not to exceed \$3,000.

The application of the complainants to move the depot and switch track facilities will be denied.

It is insisted by the complainants that if they had an industry switch track they could locate elevators and certain industries at Salina. The Constitution provides how switch tracks to industries may be secured, when the business justifies, and complainants should proceed under that section to secure a switch track for industries.

Under the present conditions at Salina, if the passenger trains would stop on flag for the purpose of letting off and taking on passengers, it would be a great convenience, notwithstanding the depot is only three-quarters of a mile away, and an order will be made requiring the defendant to stop its passenger trains on flag at Salina at a point near Ferry Street for the purpose of taking on and discharging passengers. It is not the intention of making two stations or depots by this order, but only for a temporary convenience until the townsite controversy is settled, which in our judgment will reach its climax within the next twelve months.

It is, therefore, ordered that the defendant the Missouri, Oklahoma & Gulf Railway Company, stop its passenger trains on flag at the town of Salina near Ferry Street for the purpose of discharging and taking on passengers.

This order shall be in full force and effect on and after the first day of November, 1913, until such time as same may be set aside by the Commission.

Oklahoma City, October 17, 1913.

ORDER No. 761.

Cause No. 1836.

Commonwealth Cotton Oil Company, Cushing, Oklahoma,
Complainant,

v.

Creek County Gas Company,
Defendant.

Asking to be furnished gas at five cents per thousand cubic feet.

(BEFORE COMMISSIONER WATSON).

APPEARANCES:

For the Complainant: J. H. Bellis;

For the Defendant: W. H. Tippett.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

Complaint was filed by the Commonwealth Cotton Oil Company of Cushing, Oklahoma, against the Creek County Gas Company charging discrimination in the price of gas at Cushing. The evidence shows that the defendant has a contract with the Colonial Refining Company at Cushing to furnish them gas at 5c per thousand feet and the defendant company refuses to furnish the plaintiff the same quantity at the same price.

At the hearing the defendant did not deny the charge but said the Colonial Refining Company would increase their plant from time to time until they would use more possibly than the Commonwealth Cotton Oil Company would use. In Snyder's Compiled Laws of Oklahoma Sec. 8804 and 8812 make it the duty of the Corporation Commission to prohibit discrimination for the same quality and quantity in

prices for the same commodity, etc. The evidence in this case shows an attempt to discriminate in the price of gas which is in violation of our laws.

It is therefore ordered by the Corporation Commission of Oklahoma that the Creek County Gas Company must not discriminate in the price of gas between its customers at Cushing and must sell to all who want gas at the same price for the same quantity.

It is further ordered that the complainant shall be permitted to connect on to the Colonial Refining Oil Company's property, and a meter may be installed there to register the gas to the plaintiff company.

This order to take effect on and after November 1st, 1913.

Dated at Oklahoma City, Okla., this the 20th day of October, 1913.

ORDER No. 762.

Cause No. 1790.

Citizens of Oklahoma City,

Complainants,

v.

Chicago, Rock Island & Pacific Railway Company, and the St. Louis & San Francisco Railroad Company,

Defendants.

APPEARANCES:

For the Complainants: A. R. Nelson;

For Chicago, Rock Island & Pacific Ry. Co., C. O. Blake;

For the St. Louis & San Francisco R. R. Co., R. A. Kleinschmidt;

For City of Oklahoma City, W. J. Johnson.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The citizens of Oklahoma City filed a complaint alleging in substance that the depot facilities of the Chicago, Rock Island & Pacific and the St. Louis & San Francisco Railroad Companies are inadequate; and asked that the defendants be required to build an up to date depot in Oklahoma City.

The "Rock Island" Railway Company virtually admits that its depot is inadequate and an order was made some time ago requiring that company to build a depot.

The officers of the "Frisco" railroad insist that their depot is reasonably adequate for the present needs; that it should not be required under present conditions to build a depot. It also appears from the evidence that this company is now in the hands of receivers and that the receivers are Thos. H. West, W. C. Nixon, W. B. Biddle. It further insisted that the Commission has no jurisdiction over this company while it is in the hands of receivers.

This road is not in the hands of a receiver because it has not been making operating expenses and interest upon the investment in the property. The cost of the "Frisco" Railroad in Oklahoma will not exceed from Twenty to Twenty-five Thousand Dollars per mile. It is bonded at approximate amount of \$57,000 a mile. It has been paying interest all these years on more than double the investment. The Commission has the same jurisdiction now as it had before the company went into the hands of a receiver to require reasonable and adequate service, to require the road to operate at reasonable rates, and to require reasonable and necessary facilities. If this road operates by virtue of a receiver, the expenditures to keep the road in good condition must be made out of the earnings. It is presumed that after a due hearing, the Commission will make such orders as are reasonable and just, and if such orders are not reasonable and just, it should be determined by a court. Otherwise, to avoid regulation by the Interstate Commerce Commission and state commissions, the stockholders of a railroad could apply to a court and have it put in the hands of a receiver and operate in violation of all regulations.

If the Commission has a right to prescribe rates which the "Frisco" must enforce during the time it is in the hands of a receiver, it has a right to prescribe all other reasonable rules and regulations which the courts have said the Commission may do.

That the depot facilities of the "Frisco" in Oklahoma City are inadequate is beyond question. The present depot is in fact unsanitary. It is small, low and has a dingy appearance, and is not in keeping with the surrounding properties or business buildings of the city.

The Chicago, Rock Island & Pacific Railway Company, the Missouri, Kansas & Texas Railway Company, the St. Louis & San Francisco Railroad Company, and the Atchison, Topeka & Santa Fe Railway Company, should build a union depot in the rear of the Skirvin Hotel. This, however, would necessitate the removal of some property in that locality, but sufficient ground can be acquired there for a union depot, and the Commission will be very much inclined to change the order herein made and the order heretofore issued directed to the Rock Island Railway Company, and entertain a complaint against all four of the railroads above mentioned to require a union depot on the Santa Fe

and Rock Island tracks at some point in the vicinity above mentioned. This by all means should be done as to the "Katy" and Rock Island and "Frisco."

It is, therefore, ordered that the St. Louis & San Francisco Railroad, the receivers thereof, Thos. H. West, W. C. Nixon and W. B. Biddle, build a depot in Oklahoma City at its passenger station in Oklahoma City; that the plans and specifications therefor should be submitted to the Commission by the first day of February, 1914, that the building be completed and ready for operation by the first day of August, 1914.

ORDER No. 763.

(Supplemented by Order No. 780.)

In re amending Order No. 168: Proposed Order No. 46.

Rule 17, Subject 6 of Order No. 168, provides in part as follows:

"It shall be the duty of the carriers to begin the forward movement of freight toward its destination within twenty-four (24) hours after the bill of lading is signed," etc.

It is ordered that the above rule shall be amended to read as follows:

"It shall be the duty of the carriers to begin the forward movement of all freight towards its destination within twenty-four (24) hours after the bill of lading is signed, except kerosene and gasoline, in less than carload lots. The carriers may arrange to move kerosene and gasoline on two days of each week only, in equipment assigned to that service, provided that the shipments when started shall proceed to destination. (Carriers shall accept kerosene and gasoline in less than carload lots and issue bill of lading therefor when offered, but its forward movement may, in the discretion of the carrier, be on the regular days for the movement of these commodities). And after the movement thus commences, such freight shall be carried toward its destination at a rate not less than fifty (50) miles per day covering the whole period any carrier controls the same at junction and divisional points, twelve (12) hours additional time shall be granted; except, that in movement of perishable freight and live stock in less than ten car lots, minimum rate shall be one hundred (100) miles per day and six (6) hours additional time at junction and divisional points.

"Provided that agents shall advise shippers of live stock in carloads the time of arrival of the train on which same are to be moved and loading of such livestock shall be completed one (1) hour before

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the arrival of such train, and on shipments of ten or more cars of live stock the minimum rate of movement per day shall be two hundred (200) miles, with no additional time at junction or divisional points."

Oklahoma City, October 22, 1913.

ORDER No. 764.

Cause No. 1823.

The City of Woodward,

Complainant,

v.

Pioneer Telephone and Telegraph Company,

Defendant.

Asking for efficient service.

OPINION AND ORDER.

By the Commission:

This complaint, filed by the Mayor of the City of Woodward, upon instruction of a resolution passed at a regular meeting of the City Council, alleges:

That the service is very poor, due mainly to inattention of the operators. That the connecting of wrong numbers is so frequent it is impossible to secure efficient service.

At the time of the hearing several witnesses testified that more wrong numbers were given than correct ones and that the toll service was even worse than the local exchange service.

A counter petition filed, signed by fifty-one business men, certifies that the service rendered is reasonably good and efficient. This, however, will not be considered for the reason that many other subscribers are not satisfied with the service rendered, as was shown at the time of the hearing.

It is the opinion of the Commission that reasonably satisfactory service should be rendered all subscribers and such service will be required.

It is therefore ordered, that the Pioneer Telephone and Telegraph Company shall render each and every subscriber connected with its Woodward exchange efficient telephone service and that it shall make such changes in the operating of the exchange as will permit the rendering of such service.

This order shall become effective November 18th, 1913.

Dated at Oklahoma City, this 7th day of November, 1913.

ORDER No. 765.

Cause No. 1831.

Citation No. 440.

W. W. James, *et al.*, Weleetka, Oklahoma,
Complainants,

v.

Crystal Ice Company, Successor to Weleetka Light & Water Company,
Defendant.

Alleging Violation of Commission's Order No. 378.

APPEARANCES:

For the Complainants: W. R. Blake;

For the Defendant: F. W. Casner.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

On September 27th, 1910, this Commission entered its Order No. 378, directed to the Weleetka Light & Water Company, effective October 15th, 1910, requiring said company to furnish to the town of Weleetka and its citizens an adequate supply of pure and wholesome water. On the 26th day of August, 1913, the Commission cited the Crystal Ice Company, successor to the Weleetka Light & Water Company for contempt for violation of said order, on complaint of E. W. James and J. N. Jones, who allege that the said defendant has failed to supply said town and its citizens with an adequate supply of wholesome water for domestic use and for protection against fire.

Defendant filed a demurrer and motion to dismiss on the grounds that there is no privity between the Weleetka Light & Water Company and this defendant and that this defendant is not answerable under an order directed to the Weleetka Light & Water Company. The demurrer and motion were overruled for the reason that an order of this Commission directed to a public service corporation reaches its successors and assigns.

The evidence shows that the original complaint and the proceedings thereunder, on which Commission's Order No. 378 was based, was filed by the town of Weleetka on relation of its Chairman and members of the Board of Trustees; that the complainants herein are engaged in the real estate business, and that all of the witnesses who testified on behalf of the complainants are resident real estate men of the town of Weleetka, with one exception—Mr. H. T. Douglas, who is a merchant, and that the complainants are not supported in their complaint by the town

officials; in fact, the Chairman of the Board of Trustees and other members of the town organization appeared before the Commission to testify on behalf of the defendant.

It is shown by the evidence of complaining witnesses that Commission's Order No. 378, requiring an adequate supply of wholesome water for domestic use and for protection against fire has not been complied with by the original defendant, nor by the defendant herein who succeeded the original defendant in the ownership of the Weleetka Water Works plant. It is also shown by the complaining witnesses that, within their knowledge, there have been certain improvements, additions and expenditures made in pursuance of the requirements of Commission's Order No. 378, and that they do not know the extent of the efforts of defendant, nor the amount expended on account thereof to comply with said order; that there were at one time dead cattle on the side of the divide draining into the lake or reservoir from which a portion of the water supplied to the city was furnished, and that when the attention of the superintendent of the plant was called to it the same were removed; that one of the complaining witnesses, who was at that time city clerk, discovered such carcasses and took no official action or other steps to have the carcasses removed to such a point as would not affect, by drainage, the water in the reservoir.

The evidence further shows that in pursuance of the requirements of Commission's Order No. 378, the defendant has expended \$5,850.00 in an effort to secure an ample supply of pure, soft and wholesome water for the town and citizens of Weleetka, and in addition purchased 120 acres of land upon which, it is intended to sink additional wells from which a more abundant supply may be had; that including repairs of structures and depreciation on plant, the operating expenses of the water plant are approximately \$6,000.00 per annum, and that the total revenues derived from such operation was \$3,129.00, of which amount \$1,014.72 is on account of the town which has not paid its monthly bills or any portion thereof since June 1st, 1910, or at the time of the hearing in this case approximately forty months. The testimony of defendant asserts that there is due it from the city the sum of eleven thousand dollars, but on the basis of \$1,014.00 per year for a period of three and one-third years the Commission can not reconcile the aggregate claim of eleven thousand dollars against the city with the amount per annum which is shown to be charged the city. The evidence shows that for domestic and commercial consumption the defendant has received approximately \$2,115.00 per annum, and there are expended for operating expenses nearly three thousand dollars, and that of the revenues for such domestic and commercial consumption there is a net loss on account of unpaid or uncollectable bills for a given year amounting to

\$115.00, leaving to the defendant a net loss of more than three thousand dollars per annum if the bills against the town were paid.

In view of the fact that defendants herein have entirely failed to comply with the provisions of Commission's Order No. 378, the Commission is of the opinion that they should be fined such sum as will impress upon them the importance of complying with an order issued by the Commission.

Therefore, it is ordered, that the Crystal Ice Company, successor to the Weleetka Light & Water Company be fined One Hundred Dollars (\$100.00) and all costs accrued in this case, for all of which fine and costs let execution issue.

In witness whereof we have hereunto set out hands and affixed the seal of said Commission this the 7th day of November, 1913.

Dated at Oklahoma City, Okla., this 7th day of November, 1913.

ORDER No. 766.

Cause No. 1826.

W. E. Niles, *et al.*, Banner,

Complainants,

v.

Canadian Valley Farmers Telephone Company,

Defendant.

In re setting aside Order No. 750, relieving the Canadian Valley Farmers Telephone Company from complying with the terms of Order No. 750, upon showing made through reports to this Commission as required by Order No. 750.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

This case was filed by the patrons and some of the stockholders of the Canadian Valley Farmers Telephone Company asking that the exchange at Banner, Oklahoma, be re-established. This prayer was granted by the Commission in ordering the telephone company to re-establish its exchange at Banner and to keep same in operation contingent upon whether the receipts from the operation of the exchange could be shown to be remunerative through such reports as would show actual expenditures and receipts of all money at such exchange. The telephone company filed a statement for the month of October showing that the exchange was operated at a net loss for that month of \$20.14.

It is evident that the exchange at Banner cannot be operated successfully in the way of producing sufficient revenue to maintain same and it is the opinion of the Commission that the company may, if they so desire, abandon such exchange, moving the switchboard and other equipment to any point they desire for the purpose of establishing a central office at a point where same will be remunerative.

It is therefore ordered, that the Canadian Valley Farmers Telephone Company will be relieved from Order No. 750 of this Commission effective October 3rd, 1913 and such order is hereby set aside.

In witness whereof, we have hereunto set out hands and affixed the seal of the Commission this 13th day of November, A. D., 1913.

ORDER No. 767.

In re investigation of cause of derailment on St. Louis & San Francisco Railroad near Chelsea, October 29th, 1913.

FINDINGS AND OPINION.

By the Commission :

On October 29th, the Commission was notified by telegram that at 4:14 a. m., train No. 111 derailed engine near Chelsea. The engineer of the Commission, Mr. Thompson, was sent to the scene of the accident and in connection with Mr. T. C. Hayes and Mr. H. A. Adams, inspectors for the Interstate Commerce Commission. A thorough investigation of the track conditions and equipment was made. A joint investigation was further conducted at the office of the Commission in Oklahoma City before the Commission and Mr. Hays and Mr. Adams of the Interstate Commerce Commission. At this investigation several witnesses were examined.

It appears from the evidence heard and the investigation made in this case that the wreck occurred near Chelsea on the St. Louis & San Francisco Railroad, which is a single track operated under the train order system and is equipped with telephone and manual blocks. The derailed train was No. 111, westbound known as the "Meteor," which operates between Kansas City, Missouri and Oklahoma City, consisting of engine No. 631, one mail car, all steel, one "Frisco" baggage car, steel under frame, one combination car and one chair car, all steel, and three Pullman cars. Train arrived at Afton, eight minutes late; passed White Oak, the last telegraph station, twelve miles east of point of derailment, twelve minutes late. The derailment occurred at 4:17 a. m., 660 feet east of a passing track near Chelsea on straight track and on

an ascending grade of 0.57 in a westerly direction. The weather was clear and cool.

The front end of engine tender No. 631 derailed to the south side of track and ran for a distance of more than 600 feet on the ties to the end of passing track switch; further illustrated on attached profile. The derailed truck of tender coming in contact with switch broke the frog and one throw rail. The engine and tender separated from the train and ran about two hundred feet, then turned over to the north of the main line, injuring the engineer from the effects of which he died, also slightly injuring the fireman. Cars diverted to the passing track, to the south, derailling the mail, baggage and combination car, displacing truck on mail car. All cars remained in an upright position.

At the time of the derailment, the train was running about forty miles per hour, as shown by the testimony of the fireman and conductor and indicated by the train sheet. This train is scheduled to make an average time of 31.66 miles per hour. The maximum speed permitted by Time Table No. 27 is 50 miles per hour. Inspection of tender showed the trucks intact with the exceptions of two side bearings missing, which were probably destroyed in the wreck. They were otherwise in good condition. Tank was equipped with water walls or splash plates to prevent water rolling in the tank and the resultant oscillation of the same. The tank was originally equipped with twenty-three splash plates, five of which were lying on the bottom of the tank. The fact that some of the splash plates were not in place, in the opinion of experts, did not contribute to the accident.

THE TRACK:

This track is laid with 85 pound steel, rolled December 2, 1909, with from nineteen to twenty-one cross ties to the rail, single spikes and partly tie plated with about 8 inches of chat ballast under ties. About one hundred feet east of the point of tender derailment there is a soft spot in the track about twenty feet in length that is known as Gumbo sink. This place is kept in serviceable condition with difficulty. Considerable amount of ballast works out from under and between the ties. This Gumbo spot is in a cut and the ballast working from under the ties has obstructed the drainage. According to the section foreman this place requires constant attention during wet weather, as existed at the time of the accident, and that it was necessary to line and surface it each day during wet weather. This place was lined and surfaced at 10:30 a. m., on the day previous to the derailment. About ten days previous to the derailment, a "slow" order was issued limiting the speed of trains to fifteen miles per hour while passing over this place. At the time of the accident there was no order in effect limiting the

speed at this point. The crew of train No. 9 which preceded the train that was wrecked, about thirty minutes did not notice any defect or inequality in the track at the point of derailment. Another crew going in opposite direction the same night found the track in bad condition at this point and came near having a derailment.

The track was inspected approximately one half mile west of Chelsea to a point one half mile east of the point of derailment. The track was found to be in extremely bad condition and absolutely unsafe for maximum speed attained and permitted by the special Time Table rules applicable.

At the north end of bridge No. 3780, and 1800 feet east of point of tender derailment, there were three spikes loose that could be pulled by hand. At point 1600 feet east of the point of derailment, a short rail was found 18 feet long with insufficient track bolts or drilled holes, further indicated on attached profile. At bridge No. 3781, about 100 feet east of point of tender derailment, the ballast and earth under three cross ties were washed out to a depth of from two to three feet. Illustrated by attached exhibits A-2 and A-3. This bridge was out of line and surface. In one rail section about 900 feet east of point of tender derailment, there were ten good ties and ten defective ties and thirty spikes that were pulled by hand, better illustrated by attached photograph exhibits B-1 and B-2. The attached exhibit 1 shows the section of the track at bridge No. 3796 about one half mile west of Chelsea consisting of a seven rail section east of bridge. The index "X" shows good ties; "D", defective ties; "L", loose spikes; "O", spikes that can be pulled by hand, and further illustrated by right and left hand rail as shown in attached Exhibit C, which shows 36 spikes pulled by hand. The attached exhibits and profile show the track conditions as outlined 1800 feet, 1100 feet and 900 feet from point of derailment.

The special investigation by the inspectors of the Interstate Commerce Commission and the engineer of the Commission did not reveal any material defect in the equipment. The engineer who was in charge of this train had had thirty years of service and a good record. Notwithstanding the superintendent of this division and the roadmaster had inspected the track in question a few days before the accident and found it in good condition, we are of the opinion that their examination was extremely superficial. The road could not have been in good condition at the time they made the examination. The roadmaster also testified that he found 95 per cent. of the ties good. On this same section of the road, shown by the attached profile, the inspectors of the Interstate Commerce Commission and the engineer of the Oklahoma Commission found 610 defective and 565 good ties.

The cause of this accident was the operation of a train of this character over a bad track at an excessive rate of speed. The division superintendent and roadmaster are to blame either for carelessness or error in judgment, if their reports to higher officials were in line with the testimony in this case. The superintendent on this point testified in part as follows:

“Q. What is your judgment of this track as a whole at the place, at the time of the accident?

“A. I consider the track good over this entire section.

“Q. What speed—passenger speed—would you consider the track good for?

“A. I wouldn't have been afraid to have rode on an engine over that piece of track at 60 miles. However, we figure on the element of safety and carry our speed limit at 50 miles an hour.”

The receivers of this road have been connected with it in the past years and know in a general way the condition of the same, and are in a degree responsible for permitting trains of this character to operate over a road of the kind described in this record at maximum speed of 50 miles per hour.

It was testified at the hearing that this accident occurred on what is known as the main line of the “Frisco” in Oklahoma and it was claimed by officials that this section of the road where the accident occurred was as good road as they operated in the State of Oklahoma. This statement is probably true. At least that has always been the Commission's information. If that is the case, the “Frisco” should not operate its trains at a greater rate of speed in this State than 25 or 30 miles an hour until its road is put in better condition.

We are not great believers in criminal negligence, yet it has been the Commission's duty to require these roads put in good condition and we keenly feel the responsibility of neglect on our part in permitting these conditions to continue as long as they have. This road is now in the hands of receivers and operated by the agents of the court. The court has up to this time had no means of becoming familiar with the local conditions of the track on this part of the system. The Commission will no longer be a party to any condition that may be termed criminal negligence. The killing of this engineer by forcing him to run a train over a track of this kind is to say the least the end of one life, and were the facts actually known, the condition described herein and similar conditions, are responsible for the ending of many lives.

The “Frisco” Railroad in Oklahoma, including equipment, did not

cost in cash to exceed \$25,000 per mile. We make this statement advisedly and emphasize the fact thereof. It is now bonded for \$57,000 per mile. The officials operating this road have been neglecting the same that the interest on money that never went into the road may be paid. This should cease. This road is making sufficient money to put the same in good condition and those who have unwisely invested in its bonds at the solicitation of bond and stock jobbers who have had charge of this road must bear their burdens. Human life shall not be sacrificed longer in order that a little interest may be put into the pockets of those who may have made mistakes in their investments. The end of the human life is the end of all so far as that individual is concerned. The loss of a little money is only an incident in the affairs of mankind.

We recommend to the receivers that in case they do not have the money available that they apply to the court to be authorized to make at least an expenditure of \$3,000 per mile in Oklahoma to put the roadbed in good condition, in addition to the regular usual maintenance expenses. In so doing it will eliminate 10 per cent of operating expenses within a very short time. The amount expended to put this road in good condition will be recouped and at the same time save the lives of many human beings.

The writer strongly suggested more than two years ago that this road should go into the hands of a receiver, that the bond and stock jobbing thereby would cease and the road ultimately be put in serviceable condition and interest on all legitimate investments would be paid, and that the stock would finally become valuable. Notwithstanding the statement that the "Frisco" including equipment did not cost an amount exceeding \$25,000 a mile in Oklahoma, we do not say it is not worth more than that amount. It is valuable property. The territory through which it runs, in part, is only partially developed. It will increase in value each year. Its business will increase year by year throughout the entire southwest and what we have said herein should not be taken as an indication that we do not believe that the "Frisco" railroad is a valuable property. It is one among the best located roads in the southwest and our familiarity with the territory that this road serves prompts us to make this statement. We are now making a thorough inspection of the "Frisco" roadbed in Oklahoma, and will make further recommendations and possibly an order at the conclusion of the investigation.

Oklahoma City, Nov. 24, 1913.

ORDER No. 768.

Cause No. 1865.

In re investigation of the collision of trains No. 86 and No. 12 at Pauls Valley on November 4th, 1913.

REPORT BY THE COMMISSION.

The Commission was informed that a collision had occurred at Pauls Valley on the "Santa Fe" between train No. 86, a mixed passenger and freight train, that runs between Lindsay and Pauls Valley, and passenger train No. 12, that runs from Gainesville to Purcell, which resulted in the death of fireman of train No. 86.

An investigation was held at the office of the Commission.

It appears from this investigation that the junction point where the Lindsay branch connects with the main line is slightly more than one-half mile from the station at Pauls Valley; that the accident occurred at about 6:20 p. m. on November 4th. At the time of the accident it was very dark and a heavy rain was falling. At the time the Lindsay train reached the main line, train No. 12, which was more than one hour late, was at the station at Pauls Valley. The engineer of train No. 86 saw the headlight of train No. 12, but supposed it was a freight train. The brakeman that lined the switch to let train No. 86 on the main line did so and gave the forward signal just as the engine of train No. 86 was approaching the switch. It was stated by the brakeman that at the time he threw the switch and gave the signal forward the engine of train No. 86 was in motion, was partly on the main line and so near the switch that it obstructed his view down the main track and that he gave the signal forward without looking down the track to ascertain whether or not the train at the station was moving north. Train No. 86 pulled onto the main track, the engine, tender and one or two freight cars had reached the main track, and the engineer of train No. 86 observed from the shadow of the headlight of train No. 12 that it was moving north, whereupon he applied the emergency brakes and about the time the train collided he jumped and hollowed to the fireman to jump. The fireman was caught by the tender of train No. 86 and instantly killed.

Train No. 12, leaving the station of Pauls Valley, had one-half mile to run before it reached the point of the collision. Train No. 86 was discovered when they were in about three or four car-lengths of the same. The emergency brake was applied and both the engineer and fireman of train No. 12 jumped off on the east side.

The track and equipment were in good condition and no fault seems to be attached to either.

The cause of this accident was due to four things:

First. It was a dark, rainy night and the train No. 12 being late it was very natural for the employes on train No. 86 to suppose the headlight they saw at or near the station was a freight train waiting for the Lindsay train, which was due, to arrive.

Second. The engineer on train No. 86 should have stopped his train at a point so the brakeman could have had a clear view down the main track to the station, whereas, he never stopped his train, but kept it moving slowly until the switch was lined, at which time he was partly on the main track. At the time the switch was lined train No. 12 had evidently left the station and the exhaust from the engine would undoubtedly have been observed or heard by the brakeman, had he had a clear view down the main track.

Third. The brakeman on train No. 86 that lined the switch for that train to go on the main line violated the rules of the company in not ascertaining whether or not the train at the station was moving northward before he threw the switch. Notwithstanding, under the circumstances, he did as probably 90 per cent of other brakemen would have done, yet his act was a violation of the rules and the accident would not have happened had he adhered to the same.

Fourth. The engineer of No. 12 should have approached the Lindsay branch with his train under control. While it was the duty of No. 86 to give No. 12 the right-of-way, yet, No. 12 being late and it being a dark, rainy night, should have approached this point with his train under such control so he could have stopped it within the three car-lengths. It was not developed in the evidence the rate of speed No. 12 had acquired when the accident occurred, but the brakes being in good condition, the results of the collision clearly indicate that the train must have reached a speed of approximately twenty-five miles per hour, whereas, it should not have reached a speed to exceed from ten to fifteen miles per hour until it passed the point where the collision occurred.

Hence, we are of the opinion that this accident occurred because of the combined negligence of the engineer of train No. 86, the engineer of train No. 12 and the brakeman of train No. 86. The brakeman on train 86, having violated the rules more flagrantly than the others, is in one sense more responsible. The next responsibility was the engineer on train No. 86, for moving his train too close to main line. Third was the engineer No. 12, for not approaching this point with his train under control.

While the above shows to our minds who is responsible, yet under the circumstances in this case the most careful men might have done just what these men did do.

This case certainly furnishes an example for employes operating trains to observe the rules and regulations, especially on a dark, rainy night.

Dated at Oklahoma City, Okla., this 24th day of November, 1913.

ORDER No. 769.

Cause No. 1719.

Proposed Order No. 123.

In re Proposed Order No. 123, investigation relative price of crude and refined petroleum.

APPEARANCES:

E. C. Patton for the Commission;
Dillard & Blake, Attys. for the Texas Company;
Burwell, Crockett & Johnson, Attys. for the Waters Pierce Oil Company;
Parker & Simons, Attys. for the Enid Independent Oil Company.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The Commission issued Proposed Order No. 123, after many complaints had been filed, claiming that the stronger companies were trying to drive the weaker companies out of the State. During this hearing, special complaints were made at the town of Enid, and special investigation was made at that place during the month of August.

It was claimed at this hearing by some of the complainants who were engaged in the distribution of oil, that the price had formerly been made on the suggestion of the Waters Pierce Oil Company. Our constitution provides that a commodity cannot be sold in one part of the State of Oklahoma cheaper than in another part, plus additional freight rate, if any. At the time of the investigation at Enid, special or secret prices had been made by some of the companies and gasoline was being sold in some instances at approximately the cost thereof to the distributor. The evidence showed that the distributors who bought their supply from the manufacturers in Oklahoma paid slightly more than 11 cents per gallon for gasoline and 4 cents for kerosene.

It is claimed there is a loss in evaporation and waste of gasoline of about 2 cents per gallon, that it costs from 1 to 1½ cents to distribute the same. Hence the actual cost of gasoline on this basis would be approximately 15 cents per gallon.

At the time of the hearing, gasoline was being sold to the retail merchant at from 15 to 19 cents per gallon, and in some instances as low as 14 cents per gallon. Since the hearing, the oil distributors at Enid were notified to raise the price of gasoline to 19 cents per gallon and kerosene to 9 cents per gallon. This order was made by the refineries without any increase in the price of crude oil or increase in the price by the refineries to their distributing agents.

The loss by evaporation and waste in kerosene will not exceed ¼ cent per gallon. Hence the total cost to the distributor of kerosene would not exceed 6 cents per gallon, including the freight.

While this investigation has not been concluded in detail, the evidence was closed so far as the special conditions at Enid were concerned. However, at the close of that hearing all parties were notified they could introduce additional evidence at Oklahoma City. No request has been made of the Commission to introduce any evidence as shown by the record. Counsel for Waters Pierce Company suggested to one member of the Commission that they wanted to refute some testimony in reference to that company fixing the price of oil at Enid. However, nothing has been offered up to date.

In view of the fact that the prices have been arbitrarily raised, pending this hearing, beyond the maximum amount which was charged at the time of the hearing, the Commission will fix the prices for the retail of kerosene and gasoline at Enid.

The Attorney General has filed a complaint with the Commission involving substantially the same matter, which has been set for hearing at the December term, and the prices herein made are subject to revision during that hearing and are only intended as a temporary or emergency order until the Commission can arrive at its conclusions after the hearing that is to be conducted upon behalf of the people by the Attorney General. The Government is also making an investigation of the relative value of crude oil in Oklahoma. Copy of that report will be filed with the Commission as soon as completed.

The contract between the refineries and some of the distributing agents at Enid provides that in case the price of crude oil advances, the price of refined oil should advance one-twentieth of that amount.

It is the conclusion of the Commission that gasoline should be sold at Enid in quantities of five gallons or more, at a price not less than

16½ cents nor more than 17½ cents per gallon, and that kerosene should be sold at a price not less than 7½ cents nor more than 8 cents per gallon, and that these prices should prevail at all points in Garfield, Kingfisher, Blaine, Major, Alfalfa, Wood, Ellis, Dewey and Grant Counties, plus any additional cost in freight rates to the different points.

It is therefore ordered, that pending the investigation of the complaint filed by the Attorney General and the general investigation herein, all parties engaged in the distribution of kerosene and gasoline, in Garfield, Kingfisher, Blaine, Major, Alfalfa, Woods, Woodward, Ellis, Dewey and Grant Counties, shall charge therefor, in quantities of five gallons or more, for gasoline not less than 16½ cents per gallon, nor more than 17½ cents per gallon, and for kerosene not less than 7½ cents, nor more than 8 cents per gallon, provided that lower grades of gasoline and kerosene than the standard may be sold at a different price provided that the grade and price be first submitted to and approved by the Commission. Provided, further, that where parties have heretofore made contracts to furnish gasoline or kerosene at a certain price for a given time, these contracts may be carried out if submitted to and approved by the Commission, and the Commission will approve any reasonable, valid contract that may differ from the prices herein set forth.

Should this order in any way work any hardship on any of the distributors of kerosene and gasoline, or any of the consumers thereof, pending the time for which it is issued, the Commission will hear an application to modify or adjust the order to meet all necessary and reasonable conditions, when at the same time the public may not be injured.

This order shall take effect on and after the 8th day of December, 1913.

Oklahoma City, Okla., November 28th, 1913.

ORDER No. 770.

Cause No. 1490.

James W. Bolen,

Complainant,

v.

Pioneer Telephone and Telegraph Co.,

Defendant.

Order reducing telephone rates in the City of Ada. Issued Dec. 4, 1913.

Pending on appeal in the Supreme Court.

ORDER No. 771.

Proposing Cancellation of Commission's Order No. 177.

In re Proposed Order No. 41 to Atchison, Topeka & Santa Fe Railway Co.; Chicago, Rock Island & Pacific Ry. Co.; Gulf, Colorado & Santa Fe Railway Co.; Kansas City Southern Railway Company; Missouri, Kansas & Texas Railway Company; St. Louis & San Francisco Railroad Co.; Wichita Falls & Northwestern Railway Co.; St. Louis, Iron Mountain & Southern Ry Co.

APPEARANCES:

For the Commission: E. C. Patton;

Atchison, Topeka & Santa Fe Railway Co.; Gulf, Colorado & Santa Fe Railway Co.; Kansas City Southern Railway Company:
S. T. Bledsoe;

Chicago, Rock Island & Pacific Ry. Co.: C. O. Blake;

St. Louis & San Francisco R. R. Co.: R. A. Kleinschmidt;

Wichita Falls & Northwestern Ry. Co.: C. L. Fontaine;

St. Louis, Iron Mountain & Southern Ry Co.: V. M. Miles;

Missouri, Kansas & Texas Railway Co.: M. D. Green.

By the Commission:

On April 2nd, 1909, the Corporation Commission of Oklahoma, on its own initiative, after hearing and full consideration of the facts and circumstances in connection with the proposed order therein, promulgated its Order No. 177, permitting railroad companies doing business in the State of Oklahoma to assess and collect from passengers boarding trains at stations within the state, without tickets, certain penalties or excess fares in addition to the regular fares charged for transportation.

At the time the investigation was made under Proposed Order No. 41, resulting in the promulgation of Order No. 177, applications for temporary restraining orders against the enforcement of the constitutional two cent fare provision and certain rate orders of the Commission were pending in the United States Courts and in the judgment of the Commission, it was necessary to adopt measures which would be instrumental in causing intrastate passengers to purchase tickets before boarding trains, in order that the reports of passenger receipts to the Commission would more correctly reflect the actual intrastate passenger revenues and in order that special reports might be called for showing in ticket sales.

actual intrastate passenger revenues, with a degree of assurance that all collections as nearly as possible for such transportation would be shown

Since the promulgation of Order No. 177, its purposes have been served, and it is shown by the evidence that the benefits of which the railroad companies have and might have in the future availed themselves in intrastate passenger transportation are being abused, in that the defendant companies, when a passenger comes from a point without the state to destination within the state, as shown on his ticket, and desires to continue his journey to another point within the state, assess and collect from him, under penalty of ejection from the train, the excess fare, although he may not have had an opportunity to purchase a ticket to his new destination. Numerous complaints have come to the Commission, since under the stipulation entered into between the Attorney General and representatives of the railroad companies and filed in the United States Court, under which the two cent rate for intrastate passenger transportation was restored, on account of the collection of three cents per mile for the Oklahoma portion, of interstate journeys and on account of collection of the excess fares over and above the two cent rate, for transportation on the continuation of a journey, when passengers traveled from a point without the state to a point within and from which point to another point within the state, he was not given an opportunity to purchase a ticket.

It is apparent from the evidence, reports to the Commission, in general, and from personal investigation of its representatives that defendant companies assess and collect the three cent rate for the continuation of a journey after the destination as shown by a ticket from a point without the state to a point within has been reached, and if the conductor, auditor, or collector believes he cannot safely assess and collect the three cent rate, he will invariably assess and collect the penalties as prescribed under Commission's Order No. 177.

When the order was promulgated, the defendant companies did not attempt to collect more than two cents per mile for the Oklahoma portion of an interstate journey, nor for the continuation of any journey between points within the state and at that time no misunderstandings, contentions or dissatisfaction ever arose over the question of what the proper fare should be or upon whether a journey may have been intrastate or a part of an interstate journey.

It is evident that the purposes of Order No. 177, and the rights and privileges thereunder which may have been afforded to defendant companies have and are being abused; and, that the order, having been designed by the Commission to assist the railway companies in turning into their respective treasuries a higher percentage of actual collections for intrastate passenger transportation, and consequently affording to such companies a means of obtaining through it results which may have

been helpful to them, was such an order as should have been respected by defendants in its real purposes and not one under the provisions of which any advantage should have been taken, affecting the traveling public in Oklahoma, in preventing its object and using it as a vehicle of extortion to collect either an additional one cent per mile or penalties not intended to be authorized; since such advantages have been taken and its purposes have been abused, it is the opinion of the Commission that the order should be cancelled.

It is, therefore, ordered, that Corporation Commission's Order No. 177 be and the same is hereby cancelled, annulled and repealed and that its provisions shall hereafter be held for naught.

It is further ordered that the defendants herein shall cease and desist in assessing and collecting any penalties additional to the regular fare for passenger transportation between points within the state, except an additional ten cents for which they shall give to passengers cash fare refund slips; and that each and all of said defendants shall publish and file with the Commission passenger tariffs, eliminating all such excess charges or penalties as are provided for in said Order No. 177.

This order shall be in full force and effect on and after the 20th day of December, 1913.

Oklahoma City, Okla., Dec. 5, 1913.

ORDER No. 772.

Cause No. 1881.

E. Rodgers, *et al.*, Oolegah, Oklahoma,
Complainants,

v.

Oolegah Industrial Company,
Defendant.

Asking for Improved Gas Service.

OPINION AND ORDER.

By the Commission:

E. Rodgers and others of Oolegah, Oklahoma, file complaint against the Oolegah Industrial Company for not complying with their franchise, wherein the defendant agreed to furnish the people of Oolegah with all the gas they wanted at a given price, etc.

The evidence shows that the gas has been very short at times and

for the last two years they have been without gas at times, and that they did not have gas enough to cook an ordinary meal and the gas pipes are neglected and are allowed to lay on top of the ground in the middle of the public road and wagons running over and tearing up same.

It is, therefore, ordered by the Corporation Commission of Oklahoma that the Oolegah Industrial Company must lay their pipes on the side of the road in the ground where the wagons will not interfere with them and give the people of Oolegah an adequate supply of gas by the 26th day of December 1913.

Dated at Oklahoma City, Oklahoma, this 6th day of December, 1913.

ORDER No. 773.

Cause No. 1862.

City of Ardmore, *ex rel*, W. R. Roberts
Mayor and I. R. Mason, City Attorney.

Complainants,

v.

The City Gas Company,

Defendant.

Complaining of inadequate gas service.

APPEARANCES:

For complainant: I. R. Mason.

For defendant: W. I. Cruce.

Opinion and order by the Commission:

Complaint was filed herein by the Mayor and City Attorney of Ardmore against the City Gas Company, complaining that defendant fails and refuses to furnish to the City and its citizens an adequate supply of gas, and praying for an order requiring said defendant to furnish such supply in accordance with the terms of its franchise.

A hearing was called and the case was submitted on statements by counsel, there being no contention upon what were the facts.

The Commission is without jurisdiction to enforce the provisions of franchises or other character of contracts, but under the law, ~~oes~~ have authority to regulate the practices, rates and service of gas companies.

Defendant Company does not deny that it is not furnishing to the city and citizens gas of such pressure as is necessary to meet their re-

quirements, but claims that the wells from which it supplies the town are becoming depleted to such an extent that the pressure is too low to enable it to afford to its patrons adequate service.

It is apparent from the facts as stated that no effort has been made by defendant to augment its supply of natural gas, although the wells from which the supply is obtained are located in a very productive gas field, from which the rock pressure is abundant to meet all requirements for the service in said city.

Gas distributing companies are by our Constitution and Statutes declared to be public service corporations, and defendant having had and exercised in the city of Ardmore the right of eminent domain, having occupied its streets and alleys with its gas mains, laterals and pipes, owes to the public in that community duties which it cannot evade, and being engaged in a business affected with a public interest must give to the public the best possible service. As said in *Munn v. Illinois* 94 U. S. 113, adopting the language of Lord Hale:

“When one devotes his property to a use in which the public has an interest, he, in effect, grants to the public an interest in that use, and must be subject to be controlled by the public for the common good to the extent of the interest he has thus created. He may withdraw his grant by discontinuing the use, but so long as he maintains the use, he must submit to the control.”

Again, as said in *Aldnutt v. Inglis*, 12 East. 527 “If he take the benefit of monopoly, he must, as an equivalent, perform the duty attached to it on reasonable terms.”

The gas distributing business in the city of Ardmore is a monopoly a natural and a legal one, and the defendant company owes to the public every possible effort to render adequate service and at reasonable rates.

The Commission finds that defendant may, with the proper effort, increase its supply of natural gas to meet complainant's requirements, and in the event that is found to be impossible or impracticable, it has the alternative of equipping its plant for, and supplying the city with, artificial gas.

It is, therefore, ordered that the defendant, the City Gas Company of Ardmore shall prepare for and furnish to the city of Ardmore and its citizens an adequate supply of gas for light and heat for domestic consumption, and that this order shall be in full force and effect on and after the 29th day of December, 1913.

In witness whereof, we have hereunto set our hands and affixed the seal of said Commission this the 11th day of December, 1913.

ORDER No. 774
AND
INSTRUCTIONS RELATING
TO THE
Classification of Property, Balance Sheet, Income and
Corporate Surplus and Deficit Accounts of
GAS AND ELECTRIC UTILITIES

CAUSE NO. 1815.

TO ALL PERSONS, FIRMS, AND CORPORATIONS OPERATING UTILITIES FOR THE MANUFACTURE, SALE AND DISTRIBUTION OF GAS, (EITHER NATURAL OR ARTIFICIAL) OR ELECTRIC CURRENT TO CONSUMERS WITHIN THE STATE OF OKLAHOMA FOR HEAT, LIGHT OR POWER, AND TO ALL WHOM IT MAY CONCERN:

Pursuant to publication of Proposed Order No. 131 relating to classification of property balance sheet, Income, and Corporate surplus & deficit accounts of gas and electric utilities, in the Daily Oklahoman, a newspaper of general circulation, published in the city of Oklahoma, State of Oklahoma, said contemplated order having appeared therein once a week for four consecutive weeks, as required by law, pursuant to specific service thereof and a hearing held in the City of Oklahoma City, on the 9th day of September, 1913, notice is hereby given that the following order shall be in full force and effect on and after July 1, 1914.

1. All gas and electric utility companies now operating or doing business in the State of Oklahoma, shall file with the Corporation Commission, separately for each of such utilities, on or before the 31st day of July, 1914, copies of corrected original and up to date drawing in blue or write print, or photograph of such original drawings certified by the chief engineer or managing officer, showing the location of all right of way, real estate, gas distributing lines, electric transmission lines and all other facilities or structures as of June 30, 1914, devoted to the purpose of or used in connection with the manufacture or dis-

tribution of gas, (either natural or artificial) or electric current to the public or to municipalities or others for distribution to the public.

2. Such utility companies shall report to the Corporation commission, under oath, separately for each such utility, in the manner prescribed, the original cost of construction of the actual facilities or property in use as of June 30, 1914, and the amounts expended from time to time for permanent additions and betterments to their properties. The location of such permanent additions and betterments shall be plainly indicated upon blue or white prints or photographs of such original drawings filed at the time such report or reports are filed with said Commission.

3. All property, real or personal, and all plant facilities abandoned shall be reported in detail, on quarterly reports.

4. When any portion of the original cost cannot be identified with any primary account named in the classification of expenditures for property accounts prescribed by said Commission, estimates in detail for such portion shall be made, and such estimated costs shall be the estimated original costs at the time the utility or portion thereof was placed in operation.

5. On or before the last day of the month following each calendar quarter, detailed reports of the cost and location of all completed new construction or additions and betterments for the preceding calendar quarter shall be made, the first of which reports shall be filed on or before the 31st day of October, 1914, for the calendar quarter ending September 30, 1914. Same shall be certified by the chief engineer or managing officer of the company making such report, covering additions and betterments from the first to the last day of such calendar quarter, both inclusive. Blue or white print copies of original drawings or photographs showing thereon the cost of any and all completed new construction and additions and betterments shall be filed with said Commission as a part of such quarterly report.

6. Any gas or electric utility company contracting for the construction of new plants, or for additions and betterments, shall require reports of such construction in such detail as may be necessary to enable such gas or electric utility company to report to said Commission the original cost and inventory in the manner and form prescribed by the said Commission.

7. No director, officer, agent, member or employe of the operator of any gas or electric utility under jurisdiction of the Commission shall destroy, deface or falsify any contract, record, books, maps or plats, or

any paper or document relating to the cost or operation of such utility or utilities.

8. The Commission will exempt any company from complying with any of the requirements named herein upon satisfactory showing.

GAS UTILITIES.

CLASSIFICATION OF PROPERTY ACCOUNTS AND INSTRUCTIONS.

(Property accounts are those which represent only actual moneys expended.)

The following classification of expenditures for property accounts shall be, and the same is hereby prescribed, promulgated and adopted for the use of all utilities for the manufacture, sale and distribution of gas (either natural or artificial) to consumers in the State of Oklahoma for heat, light or power, subject to the jurisdiction of this Commission in the keeping and recording of property accounts; that each and every such company and each and every receiver or operating trustee of any such company be required to keep all accounts in conformity therewith, in so far as the same are pertinent with the facts and circumstances with any such company.

The rules and regulations herein contained are, and by virtue of this order do become, the lawful rules according to which the said property accounts are defined. Each and every person directly in charge of the accounts of any such company, or of any receiver or operating trustee of any such company, is hereby required to follow and apply the said rules in keeping and recording of property accounts of any such company concerning its operations in Oklahoma, and it shall be unlawful for any such company or for any receiver or operating trustee of any such company, or for any person directly in charge of the accounts of any such company, to keep any account or record, or memoranda of any accounting of property accounts, except in the manner and form set forth and hereby prescribed, and except as hereinafter authorized.

Wherever second-hand material is used, the symbol "S H" shall immediately follow each item or entry. For each item in accounts covering buildings, structures and all other facilities, the date such material was placed in use or in a position ready to serve shall be noted.

INSTRUCTIONS PERTAINING TO PROPERTY ACCOUNTS.

(Applies also to classification of electric utility accounts following.)

ADDITIONS are structures, facilities, equipment, and other prop-

erties added to those in service at the beginning of operations, and not taking the place of any property of like purpose previously held by the company.

BETTERMENTS are mechanical changes in structures, facilities, or equipment which have as their primary aim and result the making of the properties affected more useful or of a greater capacity than they were at the time of their installation or acquisition. The cost of such portion only of the changes incident to betterments as will, when added to their original cost of the property bettered, give the cost of replacement or reconstruction in present condition of the property as bettered should be charged to the appropriate sub-accounts. The remainder of the cost of the change should be classed as a **REPAIR** and be charged to the appropriate operating expense accounts.

REPLACEMENTS are those installations of plant and equipment which have for their purpose the substitution of one building, structure, piece of equipment, or machine for another which it has become necessary to retire, the substitute having substantially no greater capacity than the plant and equipment replaced. The cost of the plant and equipment retired should be credited to the accounts in which it is carried, and the cost of the plant and equipment installed in place of that so retired should be charged to the appropriate accounts.

A—COSTS TO BE ACTUAL MONEY COSTS: All charges made to plant and equipment or other property accounts with respect to any property acquired on or after July 1, 1914, should be the actual money costs of the property. When the consideration actually given for anything with respect to which a charge is made to any plant and equipment or other property account is anything other than money, the actual consideration should be described in the entry with sufficient fullness and particularity to identify it, and the amount charged should be the actual money value of such consideration at the time of the transaction.

B—COSTS OF LABOR, MATERIAL AND SUPPLIES: The term "Cost" as used in the property accounts means the actual cost in money of labor and materials used in construction, or the actual cost in money of property acquired after construction.

Cost of material and supplies consumed in construction is the cost at the places where they enter into construction, including cost of transportation and inspection when specifically assignable. If such materials and supplies are passed through storehouses, their cost entered in the account may include a suitable proportion of actual store expense.

C—PLANT AND EQUIPMENT AND OTHER PROPERTY PURCHASED: When any property in the form of a going or completed plant is purchased, an appraisal of the property so acquired should be made, and the different constituent elements of the plant (and equipment, if any, or other property acquired should be appraised at their then present physical cost; that is to say, at the estimated cost of replacement or reproduction less deterioration to the then existing conditions through wear and tear, obsolescence and inadequacy.

Where certified copies of vouchers are hereinafter called for, companies will be exempted from furnishing such certified copies if such companies will designate the original voucher number, and declare same as on hand and in files within the state of Oklahoma, designating location of such files by city and street number, subject to call at any time by the Commission or its authorized agents.

In case of doubt concerning the correct application of any rule herein named, the interpretation prescribed by this Commission relating thereto shall be taken as final.

The classification of expenditures for property accounts for gas utilities shall be as follows:

GU. 1. ORGANIZATION:

This account includes the fees paid to governments for the privilege of incorporation, and all office and other expenditures incident to organizing the corporation or other enterprise and putting it in readiness to do business. It includes all legitimate organization expenses; provided, that no charge or entry shall be made to this account, unless a duly certified copy of the voucher covering the expense is filed with the report.

GU. 2. FRANCHISES:

This account shall include only actual moneys paid to municipalities or to persons from whom franchises are required.

Note:—Annual or more frequent payments in respect to franchises must not be charged to this account, but to the appropriate tax or operating expense account.

GU. 3. LAND DEVOTED TO GAS OPERATIONS:

This account shall include the cost of land devoted exclusively to gas operations. It includes land occupied by gas works and their appurtenances; also rights of way for transmission and distribution lines and other pipe lines where such rights have lives in excess of one year from the date when such land is placed in

service. Such costs, when assumed or paid by the purchaser in its own behalf, includes cost of registration of title, cost of examination of title, and notary's fees, purchasing agent's commission or fees in proportion to salary of such agent, and payment of damages.

Note:—This account does not include the cost of buildings and improvements on land. If buildings or other improvements were included in the cost of land, which improvements are used by the gas utility, such improvements or structures should be appraised if cost is not known, at their fair cash value; such appraised values should be charged to the proper structure account. In case the improvements are wrecked and removed, the salvage, less the cost of removal of the wreckage, should be excluded from the account.

GU. 4. BUILDINGS AND STRUCTURES:

This account shall include the cost of all buildings and other structures of a permanent character devoted to general corporate purposes, not includible in any other account; also of all fixtures permanently attached and made a part thereof, such as water pipes and fixtures, steam pipes and fixtures; gas pipe and fixtures; electric wiring and fixtures; elevators, etc., engines and motors, furnaces, boilers and electric generators specially provided for the use or service of such building or buildings.

GU. 5. WORK AND STATION STRUCTURES:

This account includes the cost of all structures at works devoted to the production of gas, including the purification and all other processes performed upon such gas previous to its entrance into the station holder; also of all buildings and other structures at outlying holder stations, except the holders and their appurtenances as provided for in Account 7 "Holders," such structures include retort houses, meter houses, generator houses, engine houses, purifier houses, tar houses, boiler houses, tar wells, coal sheds, coke sheds, oil tanks and other structures for storage of fuel to be consumed or carbonized in the production of gas and the auxiliary operations, structures for residues and by-products, appurtenances, walks, fences, drives, trestles and all fixtures permanently attached to such structures and made a part thereof.

GU. 6. GAS GENERATORS:

This account shall include the cost of all generators devoted to the production of gas from oil, including settings and foundations.

GU. 7. GAS HOLDERS:

This account shall include the cost of all holders, including tanks, foundations, framework, guides and pulleys and outlet valves of such holders.

GU. 8. FURNACES, BOILERS AND ACCESSORIES:

This account shall include the cost of all equipment or apparatus devoted to the production of steam for use in producing gas and in furnishing motive power for the gas utility. It includes boilers, valves, furnaces, burners, grates, flues leading to smokestacks, including iron stacks, mechanical stokers and other apparatus for regulating the supply of fuel, hot water heaters, economizers, injectors.

GU. 9. STEAM ENGINES:

This account shall include the cost of all steam engines devoted to use as prime movers in gas utilities. This includes the specially provided foundations and settings for such engines. The engine should be considered as including the air and circulating pumps, lubricating systems, etc., but does not include the steam pipe from the boiler, or the exhaust from the engine.

GU. 10. GAS ENGINES:

This account shall include the cost of all gas engines devoted to use as prime movers in gas works and stations. This includes the specially provided foundations of such engines. The engine should not be considered as including the pipe from the gas supply or the exhaust pipe.

GU. 11. MISCELLANEOUS POWER PLANT EQUIPMENT:

This account includes the cost of all miscellaneous power plant equipment at gas works, which has not been included in any of the foregoing accounts, such as independent telephone systems, tools, which may properly be capitalized.

GU. 12. BENCHES AND RETORTS:

This account includes the cost of all benches and retorts devoted to the production of coal gas. This includes the cost of specially provided foundations and settings and of auxiliary piping.

GU. 13. WATER GAS SETS AND ACCESSORIES:

This account shall include the cost of sets and accessories devoted to the production of water gas, including the cost of specially provided foundations and settings. This account includes not only generators, superheaters, piping connected therewith, but also blast apparatus, oil and steam supplying apparatus, oil heaters.

GU. 14. PURIFICATION APPARATUS:

This account shall include the cost of all purification apparatus, such as washers, scrubbers and tar extractors.

GU. 15. ACCESSORY EQUIPMENT AT WORKS:

This account shall include the cost of all equipment at works and holder stations which is not includible under any of the foregoing accounts. This account includes exhausters, station meters, governors, apparatus for charging retorts, conveyors for disposing of coke and other by-products, including tar pumps, pipes and tanks.

GU. 16. MAIN AND DISTRIBUTING LINES:

This account shall include the cost of all distributing lines in place, and shall include the pipe lines from service connections to district holders and from the works governor to the beginnings of services, including the cost of trenching, and labor necessary in placing the pipe and the cost of filling trenches and restoring the surface to its former condition or to that required by the municipal authorities at the time the line was installed.

GU. 17. GAS SERVICES:

This account shall include the cost of the corporation's property in service pipes from the service connection to the yard connections, and appurtenances in or leading to consumers' premises. It includes the cost of material in place, cost of trenching for placing service pipes and of filling trenches and restoring surface to proper condition.

Note:—When consumers are required to pay part or all of the cost of services, only that portion of the cost not chargeable to the consumer should be charged to this account.

GU. 18. GAS METER INSTALLATION:

This account shall include the cost of labor and materials of the first setting of meters for determining the amount of gas delivered to consumers.

GU. 19. GAS METERS:

This account includes the cost of all meters and appurtenances used in measuring the gas delivered to consumers.

Note:—Where gas is measured at the point of production or receiving station, such cost of meter should be charged to Account No. 15, Accessory Equipment at Works.

GU. 20. GAS REGULATORS:

This account shall include the cost of all regulators used in regulating the flow or pressure of gas.

GU. 21. MUNICIPAL STREET LIGHTING FIXTURES:

This account shall include the cost of the corporation's property in lamps, posts and auxiliary apparatus and appliances used in lighting streets for a municipal corporation. Such cost includes the cost of labor and material of first setting and coupling up. It does not include the cost of removal or change of position.

GU. 22. GAS ENGINES AND APPLIANCES:

This account shall include the cost of the gas company's property not previously charged to or purchased from operating revenue in gas engines leased to consumers, but not those held for the purpose of sale. Such engines include all the appliances for the production of mechanical motion through the consumption of gas. Also charge to this account the cost of the company's property in all gas stoves, and other heating apparatus leased to consumers, but not those held for the purpose of sale. This includes stoves, ranges, water heaters, hot plates, sad irons, and other devices consuming gas for the production of heat.

GU. 23. GAS TOOLS AND IMPLEMENTS:

This account shall include the cost of all tools and implements coming within the scope of fixed capital and not covered by any of the foregoing equipment accounts.

GU. 24. GAS LABORATORY EQUIPMENT:

This account includes the cost of all physical and chemical apparatus used in testing gas and other material and supplies used in connection with the construction or operation of gas utilities.

GU. 25. OTHER TANGIBLE GAS PROPERTY:

This account shall include the cost of all other tangible gas property not provided for elsewhere.

GU. 26. GENERAL EQUIPMENT:

This includes the cost of all equipment of general structures as provided for under the following heads:

GU. 26-A. GENERAL OFFICE EQUIPMENT:

Desks, chairs, tables, movable safes, filing cases, drafting room fixtures and equipment, and other office equipment.

GU. 26-B. GENERAL SHOP EQUIPMENT:

All equipment, such as tools, machinery, trucks, etc., in general repair shops used in machinery repairs or for construction purposes.

GU. 26-C. GENERAL STORE EQUIPMENT:

Movable counters, movable shelving and other movable equipment; also carts, barrows, trucks and other equipment used in handling material and supplies to and from storehouses or yards.

Note:—Where counters or shelving is permanently attached to the structure, it should be charged to Account No. 5, Structures.

GU. 27. ENGINEERING AND SUPERINTENDENCE:

This account shall include all expenditures for services of engineers, assistants, draftsmen, superintendents, clerks and employes on preliminary and construction work, and all expenses incident to their work; provided, that no charge for employe's salary shall be made to this account unless the officer or employe is specifically assigned to the particular work and during the period of construction is engaged in no other work for the respondent.

GU. 28. LAW EXPENDITURES DURING THE CONSTRUCTION:

This account includes general expenditures of the following nature incurred in connection with the construction of a gas plant or distributing system, namely, pay of and expenses of all counsels, solicitors and attorneys, and of their clerks and attendants and the expenses of their offices, cost of printing stationery and briefs, and all other legal and court expenses during construction.

GU. 29. INJURIES DURING CONSTRUCTION:

This account includes all expenditures incident to injuries to persons when caused directly in connection with construction of gas plant and equipment; also witness fees and amount of final judgments and all premiums paid on casualty bonds covering construction.

Note:—No legal expenses are chargeable to this account unless such expenses are caused by employes employed specifically for an injury case.

GU. 30. INTEREST DURING CONSTRUCTION:

This account includes the interest accrued upon all moneys and credits available upon demand, acquired for use in connection

with the construction and equipment of the property from time of acquisition until the construction is ready for use.

To this account should also be credited discounts realized through prompt payment of bills for materials and supplies used in construction, unless such discounts are credited to the particular bills.

GU. 31. MISCELLANEOUS CONSTRUCTION EXPENDITURES:

This account includes the salaries and expenses of executive and general officers of a gas plant under construction, clerks in general offices engaged in strictly construction accounts or work, rent of general offices, when occupied by construction officers and employes. This account shall also include actual insurance premiums paid on policies covering property during construction before the same is turned over for operation.

GU. 32. LAND OTHER THAN FOR GAS OR ELECTRIC OPERATION:

This account includes the company's interest in land, exclusive of the improvements thereon, devoted to operations other than gas or electric and includes all cost of acquisition.

GU: 33: TANGIBLE PROPERTY IN OTHER DEPARTMENTS THAN GAS OR ELECTRICITY:

This account shall include the cost of all property of the corporation coming within the definition of tangible property devoted to its operations other than electric or gas.

GU. 34. TAXES:

This account shall include only taxes accrued on any portion of plant during construction thereof, before same is open to operation; such taxes having been actually paid or an established charge against the utility. Where taxes are assessed for paving, sewerage systems or curbing the actual amount paid may be considered a proper charge to construction.

METHOD OF REPORTING ORIGINAL COSTS.

All reports of original cost and additions and betterments of abandoned property shall be made on bond or flat paper, the dimensions of which shall be 8½x14 inches.

When any gas utility has no additions or betterments, construction or abandoned property to report for a given quarter, such utility may

advise the Commission of such fact by letter, on or before the 15th day of the month following the last month of the calendar quarter for which the report is to be made.

For all accounts, the labor, material and freight charge costs for each unit must be shown separately, and the total labor, material and freight charge costs must be itemized and classified as such for the total of the account. Each completed account will appear as a complete bill of material.

No report will be accepted as complete, unless the details of each account are shown as required by the instructions.

Any entry not enumerated for the accounts must be shown by original units with cost per unit, quantities and total cost.

When more than one sheet is used for an account, the total for each sheet must be carried forward. The grand total for each account must appear on the bottom of the last sheet.

When unit costs are composed of labor, material and freight charges, such unit costs must be shown for each element composing the unit costs and the total cost for the unit.

Previous to the reporting of the cost of all properties used by the respondent utility for more than one service, such respondent shall submit a formula for the Commission's approval, showing in detail the proposed method upon which the cost of the property is intended to be divided, but no assignment of such property shall be made until the approval of the Commission is received by the respondent. This contemplates the division of property costs where a gas utility or electric utility operate jointly or operate ice plants, water plants, laundries, cotton gins or other utilities.

GU. 1. ORGANIZATION:

Complete analysis of the charges to this account, supported by copies of vouchers actually paid, must be attached to the report.

GU. 2. FRANCHISES:

Copies of all franchises, contracts or bills of sale, which in themselves must show the cost of franchises, supported by copies of paid vouchers, must be attached.

GU. 3. LAND DEVOTED TO GAS OPERATION:

Gas utilities shall file ground plans of all buildings and structures drawn to a scale of $\frac{1}{4}$ -inch to the foot. They shall also file location maps drawn to a scale of 200 feet to the inch, showing

the location of all land owned and used, buildings regulating stations, other structures and all distributing lines. On such maps shall be noted the aggregate length of each kind and size, weight per foot of pipe and whether high or low pressure. On each parcel or subdivision of real estate the legal description and actual cost to the respondent shall be noted.

Profile, Plate "A," showing distributing lines by blocks and streets shall be filed, same being drawn to a scale of 200 feet to the inch horizontal and 20 feet to the inch vertical and shall be identified with the location maps by number. Such profiles shall show by arrowheads the beginning and end of continuous lines of the same pressure and size of pipe; the ground surface and the flow line.

Where pipe is certified to as being laid a uniform depth, profiles will be required for additions and betterments only.

On profiles, designate the location, classification and quantities of excavation, borrowed earth, clearing and grubbing. Legend in explanation of indicating marks, symbols and initials shall be placed in lower left hand corner of each profile.

On all location maps and profiles shall be placed an arrowhead, three inches long, pointing due north with the letter "N" at the point.

On the report for this account the legend, description and cost of each subdivision or parcel of land, or of each easement and the total cost shall be shown.

GU. 4. BUILDINGS AND STRUCTURES:

Give complete description, cost, unit cost and total cost for each.

GU. 5. WORKS AND STATION STRUCTURES:

Complete description of each unit, unit cost, total cost of each unit and total cost.

GU. 6. GAS GENERATORS:

Complete description, cost, unit cost and total cost.

GU. 7. GAS HOLDERS:

Complete description, cost, unit cost and total cost for each holder, and total cost.

GU. 8. FURNACES, BOILERS AND ACCESSORIES:

Complete description, cost, unit cost, and total cost for each furnace, boiler and accessory, and total cost.

GU. 9. STEAM ENGINES:

Complete description, cost, unit cost, and total cost.

GU. 10. GAS ENGINES:

Complete description, cost, unit cost, and total cost.

GU. 11. MISCELLANEOUS POWER PLANT EQUIPMENT:

Complete description, unit cost and total cost for each complete unit, and total cost.

GU. 12. BENCHES AND RETORTS:

Complete description, unit cost and total cost for each complete unit, and total cost.

GU. 13. WATER GAS SETS AND ACCESSORIES:

Complete description, unit cost and total cost for each complete unit, and total cost.

GU. 14. PURIFICATION APPARATUS:

Complete description, unit cost and total cost for each complete unit, and total cost.

GU. 15. ACCESSORY EQUIPMENT AT WORKS:

Complete description, unit cost and total cost for each complete unit, and total cost.

GU. 16. MAIN AND DISTRIBUTING LINES:

Give inventory of lengths of pipe of uniform size, weight and similar pressure and an inventory of size, weight and unit cost of bends, anchors, couplings and joints. The unit costs and quantities for earth and rock excavation and paved streets shall be shown separately.

GU. 17. GAS SERVICES:

Complete description, noting unit cost of labor and material per foot, and the total cost.

GU. 18. GAS METER INSTALLATION:

Note the unit cost of labor and material for setting each kind and size of meters and total cost for setting all meters.

GU. 19. GAS METERS:

Note number of each size, capacity, high or low pressure, name of manufacturer, unit cost per meter and total cost for all meters used for consumers.

GU. 20. GAS REGULATORS:

Complete description, unit cost and total cost for each regulator and total cost for account.

GU. 21. MUNICIPAL STREET LIGHTING FIXTURES:

Note number of each kind, cost, cost of connection from distributing line to fixture for each kind and class of fixture. The unit cost per unit for each kind of completed fixture, in service, and the total cost for the account.

GU. 22. GAS ENGINES AND APPLIANCES:

Gas engines, stoves, ranges, water heaters, hot plates, sad irons and other appliances. Note kind, number, cost freight charges, unit cost and total cost.

GU. 23. GAS TOOLS AND IMPLEMENTS:

Complete inventory of gas tools and implements, unit cost and total cost.

GU. 24. GAS LABORATORY EQUIPMENT:

Complete description of all physical and chemical testing paraphernalia, showing cost for each instrument and total cost.

GU. 25. OTHER TANGIBLE GAS PROPERTY:

Complete description showing cost, unit costs and total cost.

GU. 26. GENERAL EQUIPMENT:

Report for this account should show completed description of each unit, unit cost and total cost.

GU. 27. ENGINEERING AND SUPERINTENDENCE:

The charges should be itemized, showing labor, material, freight charges, transportation and other supplies, and copies of each voucher supporting such charges must be attached.

GU. 28. LAW EXPENDITURES DURING CONSTRUCTION:

The charges should be itemized and copies of each voucher supporting such charges must be attached to the report.

GU. 29. INJURIES DURING CONSTRUCTION:

Analysis of vouchers actually paid by separate claims must be shown, and copy of each voucher supporting such claim must be attached to the report.

GU. 30. INTEREST DURING CONSTRUCTION:

Complete analysis of the interest paid and the credits and discounts should be shown for each charge or credit to this account.

GU. 31. MISCELLANEOUS CONSTRUCTION EXPENDITURES:

Complete analysis of all charges to this account should be shown on the report and copies of supporting vouchers must be attached.

GU. 32. LAND OTHER THAN FOR GAS AND ELECTRIC OPERATION:

Note political subdivision, cost and purpose for which acquired, and cost that is chargeable to this account.

GU. 33. TANGIBLE PROPERTY IN OTHER DEPARTMENTS THAN GAS AND ELECTRICITY:

Complete inventory and description, noting cost, freight charges, unit cost, and total cost of all property chargeable to this account.

GU. 34. TAXES:

Copies of vouchers for payment of taxes chargeable to construction and an explanation of charges should be attached.

METHOD OF REPORTING ADDITIONS AND BETTERMENTS OR ABANDONMENTS.

Under the provision of Section 5 of this Order, quarterly reports, showing all new construction, additions and betterments, or abandonments, shall be made and filed in the same manner and according to the same rules as provided for original construction, and all rules and regulations pertinent to the accounts of the original plant are hereby made applicable to additions and betterments and abandonments.

The source of receipt and detailed information relative to acquisition of all moneys expended for each account shall be shown.

On the last page of the quarterly report and immediately preceding the oath, the following data shall be shown:

Total amount charged to property accounts as reported June 30, 1914.....\$

Total net charges to property accounts for the period July 1, 1914, to last day of the quarter preceding

the calendar quarter both inclusive for which this report is rendered, per quarterly reports filed with the Commission _____

Total net charges to property accounts for the calendar quarter of _____ 191_____ per this report _____

TOTAL CHARGES TO PROPERTY ACCOUNTS ON THE LAST DAY OF THE CALENDAR QUARTER FOR WHICH THIS REPORT IS MADE...\$ _____

OATH.

All reports to the Commission made in accordance with the requirements of this Order shall bear the following oath, except when a series of reports are made at one time, permanently attached together, then the last sheet of such report may carry the oath for the attached reports:

STATE OF _____ }
COUNTY OF _____ } ss.

This is to certify that this report was prepared under the requirements of Order No: 774 and instructions as promulgated by the Corporation Commission, and under my personal supervision.

I further certify that it is in accordance with the books and records of this company, and that the above report is correct.

Chief Engineer.

Managing Officer.

Subscribed and sworn to before me this the _____ day of _____, A. D. 19_____

ELECTRIC UTILITIES—CLASSIFICATION OF PROPERTY—ACCOUNTS AND INSTRUCTIONS.

(Property accounts are those which represent only actual money expended.)

The following classification of expenditures for property accounts shall be, and same is hereby prescribed, promulgated and adopted, for

the use of all utilities engaged in the generation, sale, transmission and distribution of electric current to consumers in the State of Oklahoma for light, heat or power, subject to the jurisdiction of the Corporation Commission in the keeping and recording of Property Accounts; that each and every such company and that each and every receiver or operating trustee of any such company be required to keep accounts in conformity therewith, in so far as the same is pertinent with the facts and circumstances with any such utility.

The rules and regulations herein contained are, and by virtue of this order do become, the lawful rules according to which said property accounts are defined. Each and every person directly in charge of the accounts of any such utility, or any receiver or operating trustee of any such utility is hereby required to follow and apply the said rules in keeping and recording of the property accounts of any such utilities, and it shall be unlawful for any such company or for any such receiver or operating trustee of any such company or for any person directly in charge of the accounts of any such company to keep any account or record or memoranda of any accounting of property accounts, except in the manner and form set forth and hereby prescribed, and except as hereinafter authorized.

For each item in accounts covering stations and structures and all other facilities, the date such material was placed in use or in a position ready to serve shall be noted.

Whenever second-hand material is installed, the symbol "SH" shall immediately follow each item or entry.

The classification of expenditures for Property Accounts of Electric Utilities shall be as follows:

EU. 1. ORGANIZATION:

This account includes the fees paid to governments for the privilege of incorporation, and all office and other expenditures incident to organizing the corporation or other enterprise and putting it in readiness to do business. It includes all legitimate organization expense; provided, that no charge or entry shall be made to this account unless a duly certified copy of the voucher covering the expense is filed with the report.

EU. 2. FRANCHISES:

This account shall include only actual moneys paid to municipalities or to persons from whom franchises were acquired.

Note:—Annual or more frequent payments in respect to franchises must not be charged to this account, but to the appropriate tax account.

EU. 3. LAND DEVOTED TO ELECTRIC OPERATIONS:

This account includes the cost of all land devoted to electric operations. It includes land occupied by generating stations and their appurtenances, right of way and easements for transmission and distributing systems, rights of way for pipe lines, water rights, and rights of pondage and submersion (when such rights have a life of over one year). Such cost when assumed or paid by the respondent in its own behalf includes the cost of registration of title, cost of examination, notary's fees, taxes accrued to date of transfer of title, and cost of obtaining consents and payments for abutting damages.

EU. 4. BUILDINGS AND STRUCTURES:

This account includes the cost of all buildings and other structures of a permanent character devoted to the general purposes of electric current manufacture and distribution, such as general office buildings, shops, storehouses, stables, except power plants and sub stations.

EU. 5. POWER PLANT BUILDINGS:

This account includes the cost of material used and labor expended in erecting buildings to be used for housing power or generating plants. This account includes the cost of foundations, gas, water and heating pipes when attached to the building permanently, and cost of plans.

EU. 6. SUB-STATION BUILDINGS:

This account includes the cost of material and labor expended in erecting buildings to be used for sub-station purposes, including excavations, permanent foundations, etc., and all pipes and fixtures permanently attached to such buildings.

EU. 7. FURNACES, BOILERS AND ACCESSORIES:

This account includes the cost of all furnaces, boilers, and boiler apparatus and accessories devoted to the production of steam for generating electric current. It includes boilers and valves, furnaces, grates, burners, flues, leading to smoke stacks and chimneys, smoke stacks, mechanical stokers, feed and hot water pipes, injectors, filters, steam traps, exhaust pipes, pipes for conducting steam from the boiler to the engine.

EU. 8. STEAM ENGINES:

This account includes the cost of all steam engines devoted to the production of electric energy, and includes the specially pro-

vided foundations and settings of such engines. The account should be considered as including the complete engine and setting.

EU. 9. GAS ENGINES:

This account includes the cost of all gas or gasoline engines devoted to the production of electric energy, including specially provided for foundations including the exhaust pipe.

EU. 10. ELECTRIC GENERATORS:

This account includes the cost of all electric generating apparatus driven by engines operated by steam, gas or gasoline or water. The specially provided for foundations for such generators shall be included.

EU. 11. ACCESSORY ELECTRIC POWER EQUIPMENT:

This account includes the cost of all electric equipment of generating stations not includible in the foregoing accounts, and includes regulators, station switchboards, circuit breakers, switches, ammeters, volt meters, watt meters and the like, ventilator apparatus and air compressors.

EU. 12. MISCELLANEOUS POWER PLANT EQUIPMENT:

This account includes the cost of all miscellaneous equipment at power plants not includible in any of the foregoing accounts. It includes the cost of cranes, hoists, machine tools, belts, pulleys, hangers and counter shafts.

EU. 13. SUB-STATION EQUIPMENT:

This account includes the cost of all equipment at sub-stations. Such equipment includes not only the electric machinery and apparatus, including storage batteries, but all other equipment of any kind devoted to the purposes of sub-station work.

EU. 14. POLES AND FIXTURES:

This account includes the cost of towers, structures, poles, cross-arms and insulator pins, braces, brackets and other pole fixtures, except transformers, guys and other supports for holding the towers, structures, etc., and all labor expended in connection with the construction of pole lines or structures for carrying the transmission and distributing lines.

EU. 15. CONDUIT SYSTEMS:

This account includes the cost of conduits in place required for underground wires, and cables, including manholes, pipes, sewer traps, sewer drains, and all material necessary for the completion of the conduit system.

EU. 16. MUNICIPAL LIGHTING:

Includes the cost in place of all property of the utility in poles, cross-arms, pins, braces, insulators, arc lamps, outfits and suspensions specially provided for street or park lighting. Such cost includes the cost of material, transportation, setting poles, and restoring the surface to the condition required. This account does not include any part of the property chargeable to the distribution system.

EU. 17. TRANSMISSION AND DISTRIBUTION SYSTEM:

EU. 17-A. This account includes the cost of the transmission system, including cables and wires.

EU. 17-B. This account includes the cost of all distribution main conductors and feeders, including the cost in place of all cables and wires.

The charges to the account shall be divided as follows:

- I. Overhead distribution (or Transmission) system.
- II. Underground distribution (or Transmission) system.

EU. 18. ELECTRIC SERVICE WIRES:

This account includes the cost of all conductors, together with the cost of all insulation and supports, connecting the main distribution wires with the house service wire of the consumers.

Note:—Cost of renewing or modifying services should not be charged to this account.

EU. 19. ELECTRIC METER INSTALLATIONS:

Includes the actual cost of labor and materials for the first setting of meters, for determining the amount of electric energy delivered to consumers.

EU. 20. LINE TRANSFORMERS AND APPURTENANCES:

This account includes the cost of all transformers, both overhead and underground, lightning arresters, cutout boxes, in place in the transmission or distribution system.

EU. 21. ELECTRIC METERS:

Charge to this account the actual cost of meters used in determining the amount of electric energy delivered to consumers, plus freight and drayage, and the cost of labeling same, but not the cost of setting.

EU. 22. COMMERCIAL ARC LAMPS:

This account includes the cost of all property of the respondent in commercial arc lamps and fixtures supplied to the commercial consumers.

EU. 23. ELECTRIC TOOLS AND IMPLEMENTS:

Includes the cost of all tools and implements having a life of more than one year not classed as hand tools, liable to be lost and which are not covered by any of the preceding accounts.

EU. 24. ELECTRIC LABORATORY APPARATUS:

Includes the cost of all testing apparatus and laboratory equipment used for testing purposes.

EU. 25. DAMS, CANALS AND PIPE LINES:

This account includes the cost of all dams, and appurtenances, and pipe lines devoted to the utilization of water power, and the delivery of water to the turbine or water wheel. Charges should include the cost of all dam equipment, walls, fences and other supporting structures.

EU. 26. TURBINES AND WATER WHEELS:

This account includes the cost of all turbines and water wheels, devoted to the conversion of water power into mechanical power for the production of electric energy. It includes the cost of the foundations or settings of the wheels or turbines.

EU. 27. ELECTRIC MOTORS:

Includes the cost of all property of the respondent in electric motors leased to consumers, and all appurtenances thereof.

EU. 28. OTHER TANGIBLE ELECTRIC PROPERTY:

Includes the cost of all other tangible electric property not provided for elsewhere.

EU. 29. OTHER TANGIBLE PROPERTY OF THE RESPONDENT:

Includes all tangible property devoted to other purposes than the electric energy.

EU. 30. GENERAL EQUIPMENT:

This includes the cost of all equipment of general structures, as provided for under the following heads:

EU. 30-A. General Office Equipment.

Desks, chairs, tables, movable safes, engineering equipment, etc.

EU. 30-B. General Shop Equipment.

Furnaces, boilers, engines, etc., used for the purpose of operating machine shops, but not for the purpose of operating generators.

EU. 30-C. General Store Equipment.

Movable counters, movable shelving, carts, barrows, and other apparatus used in moving material and stores.

EU. 30-D. General Stable Equipment.

Horses, harness, drays, wagons, equipment of shops for the repairs of wagons, trucks, etc.

EU. 31. ENGINEERING AND SUPERINTENDENCE:

This account shall include all expenditures for services of engineers, assistants, draftsmen, superintendents, clerks and employes on preliminary and construction work, and all expenses incident to their work; provided, that no charge shall be made to this account unless the officer or employee is specifically assigned to the particular work, and during the period of construction is engaged in no other work for the respondent.

EU. 32. INJURIES DURING CONSTRUCTION:

This account includes all expenditures incident to injuries to persons when caused directly in connection with the construction of electric plant and equipment, also witness fees and amount of final judgments and all premiums paid on casualty bonds during construction.

Note: No legal expenses are chargeable to this account unless such expenses are caused by employes employed specifically for an injury case.

EU. 33. LAW EXPENDITURES DURING CONSTRUCTION:

This account includes general expenditures of the following nature, incurred in connection with the construction of an electric plant or distributing system, namely, pay of and expenses of all counsels, solicitors and attorneys, and of their clerks and attendants and the expenses of their offices, cost of printing stationery and briefs, etc., and all other legal and court expenses during construction.

EU. 34. INTEREST DURING CONSTRUCTION:

This account includes the interest accrued upon all moneys and credits available upon demand, acquired for use in connection with the construction and equipment of the property from time of acquisition until the construction is ready for use.

To this account should also be credited discounts realized through prompt payment of bills for materials and supplies used in construction work, unless such discounts are credited to the particular bills.

EU. 35. MISCELLANEOUS CONSTRUCTION EXPENDITURES:

This account includes the salaries and expenses of executive and general officers of an electric plant under construction, clerks in general offices, engaged in strictly construction accounts or work, and rent of general offices when occupied solely by construction officers and employees.

EU. 36. TAXES:

This account shall include only taxes accrued on any portion of the plant during the construction thereof, before the same is open to operation; such taxes having been actually paid or an established charge against the utility. Where taxes are assessed for paving, sewerage system, or curbing, the actual money paid may be considered a proper charge to construction.

METHOD OF REPORTING ORIGINAL COST.

All reports of original cost and additions and betterments or abandoned property shall be made on bond or flat paper, the dimensions of which shall be 8½x14 inches.

When any electric utility has no additions, betterments, construction or abandoned property to report for a given calendar quarter, such utility may advise the Corporation Commission of such fact by letter on or before the 15th day of the month following the last month of the calendar quarter for which the report is to be made.

For all accounts the labor, material and freight charge cost for each unit must be shown separately, and the total labor, material and freight charge cost must be itemized and classified as such for the total of the account. Each completed account will appear as a complete bill of material.

Any entry not enumerated for the accounts must be shown by original units with cost per unit, quantities and total cost.

When unit costs are composed of labor, material and freight charges,

such unit costs must be shown for each element composing the unit cost and the total cost for the unit.

When more than one sheet is used for an account, the total for each sheet must be carried forward. The grand total for each account will appear at the bottom of the last sheet.

No report will be accepted as complete unless the details of each account as required by these instructions are shown.

Previous to the reporting of the cost of all properties used by the respondent utility for more than one service, such respondent shall submit a formula for the Commission's approval, showing in detail the proposed method upon which the cost of property is intended to be divided, but no assignment of property used for more than one service shall be made until the approval of the Commission is received by the respondent. This contemplates the division of property costs where a gas utility or electric utility operates jointly or where a gas or electric utility operates ice plants, water plants, laundries, cotton gins, or other utilities.

EU. 1. ORGANIZATION:

Complete analysis of the charges to this account supported by copies of vouchers actually paid, must be attached to the report for the account.

EU. 2. FRANCHISES:

Copies of all franchises, contracts or bills of sale which in themselves must show the cost of franchise, supported by copies of paid vouchers, must be attached.

EU. 3. LAND DEVOTED TO ELECTRIC OPERATION:

Municipal plats showing the general location of all property owned or used by the respondent must be filed and must show an identifying number on each 160 acre tract of land (or fraction thereof) into which said plat is divided, for the purpose of showing all facilities in detail as required by the following paragraph.

Maps showing the 160 acre tracts of land (or fraction thereof) drawn to a scale of 200 feet to the inch, and showing on each subdivision, the exact location of all buildings, poles, wires, transformers, street lights, conduits and manholes used in connection with the manufacture, distribution or transmission of electric current shall be filed. All of the above items except location of buildings shall be indicated by symbols, and the legend describing such symbols shall be noted on each map.

Ground or floor plans shall be furnished (and drawn to a

scale of $\frac{1}{4}$ inch to the foot) showing the location of all buildings and structures and facilities therein.

On all location maps shall be placed an arrow-head 3 inches long pointing due north with the letter "N" at the point.

EU. 4. BUILDINGS AND STRUCTURES:

Give complete description, cost, freight charges, unit cost and total cost.

EU. 5. POWER PLANT BUILDING:

Complete description of each unit, unit cost, total cost of each unit and total cost of account.

EU. 6. SUBSTATION BUILDINGS:

Complete description of each unit, unit cost, total cost of each unit and total cost of account.

EU. 7. FURNACES, BOILERS AND ACCESSORIES:

Complete description of each unit, unit cost, total cost of each unit and total cost of account.

EU. 8. STEAM ENGINES:

Complete description of each unit, unit cost, total cost of each unit and total cost of account.

EU. 9. GAS ENGINES:

Complete description of each unit, unit cost, total cost of each unit and total cost of account.

EU. 10. ELECTRIC GENERATORS:

Complete description of each unit, unit cost, total cost of each unit and total cost of account.

EU. 11. ACCESSORY ELECTRIC POWER EQUIPMENT:

Complete description of each unit, unit cost, total cost of each unit and total cost of account.

EU. 12. MISCELLANEOUS POWER PLANT EQUIPMENT:

Complete description of each unit, unit cost, total cost of each unit and total cost of account.

EU. 13. SUBSTATION EQUIPMENT:

Complete description of each unit, unit cost, total cost of each unit and total cost of account.

EU. 14. POLES AND FIXTURES:

Where separate poles and fixtures are used for distribution and transmission systems, the details for this account should so be reported. For each of the items enumerated, the following information is required:

Poles: Number, kind, length, size at the top, unit cost and total cost.

Towers: Number, kind, length, size at the top, unit cost and total cost.

Guys and Stubs: Number, size, kind, unit cost and total cost.

Cross-Arms and Cross-Arm Braces: Kind, length, unit cost and total cost.

Insulating Pins: Number, kind, size, unit cost and total cost.

Insulators: Number, kind, size, unit cost and total cost.

Other Poles and Fixtures: Number, kind, size, unit cost and total cost.

EU. 15. CONDUIT SYSTEM:

Conduits: Kind, size, length in lineal feet, unit cost per foot and total cost.

Manholes: Number, kind, size, unit cost and total cost.

Other Conduit Material: Number, kind, size, length, unit cost and total cost.

EU. 16. MUNICIPAL LIGHTING:

Complete description, number, kind of service, unit cost and total cost.

EU. 17. TRANSMISSION AND DISTRIBUTION SYSTEM:

Wires: Gauge, kind of insulation, feet per pound, unit cost per pound, total number of lineal feet, total number of pounds and total cost of each kind and size. In reporting property, cost should be divided between overhead and underground distribution and transmission systems.

EU. 18. ELECTRIC SERVICES:

Number, kind, capacity, name of manufacturer, unit cost and total cost.

EU. 19. ELECTRIC METER INSTALLATION:

Number of meters set, cost per meter and total cost.

EU. 20. LINE TRANSFORMERS AND APPURTENANCES:

Number, kind, capacity, name of manufacturer, unit cost and total cost.

Other Appurtenances: Number, kind, capacity, name of manufacturer, unit cost and total cost.

EU. 21. ELECTRIC METERS:

Number, kind, capacity, unit cost and total cost.

EU. 22. COMMERCIAL ARC LAMPS:

Number, kind, name of manufacturer, unit cost and total cost.

EU. 23. ELECTRIC TOOLS AND IMPLEMENTS:

Complete description of each unit, unit cost and total cost.

EU. 24. ELECTRIC LABORATORY APPARATUS:

Complete description of each unit, unit cost and total cost.

EU. 25. DAMS, CANALS AND PIPE LINES:

Complete description of each unit, unit cost, total cost of each unit and total cost of account.

EU. 26. TURBINES AND WATER WHEELS:

Complete description of each unit, unit cost, total cost of each unit and total cost of account.

EU. 27. ELECTRIC MOTORS:

Number, kind, name of manufacturer, unit cost and total cost.

EU. 28. OTHER TANGIBLE ELECTRIC PROPERTY:

Complete description of each unit, unit cost and total cost.

EU. 29. OTHER TANGIBLE PROPERTY OF RESPONDENT:

Complete description of each unit, unit cost and total cost.

EU. 30. GENERAL EQUIPMENT:

Give complete description of each unit, unit cost and total cost.

EU. 31. ENGINEERING AND SUPERINTENDENCE:

All charges should be itemized and copy of each voucher supporting such charge must be attached to the report.

EU. 32. INJURIES DURING CONSTRUCTION:

Analysis of vouchers actually paid by separate claims should be shown, and copy of each voucher supporting claims must be attached.

EU. 33. LAW EXPENDITURES DURING CONSTRUCTION:

All charges should be itemized and copies of each voucher supporting such charge must be attached to the report.

EU. 34. INTEREST DURING CONSTRUCTION:

Complete analysis of the interest due and the credits and discounts should be shown for each charge or credit to this account.

EU. 35. MISCELLANEOUS CONSTRUCTION EXPENDITURES:

Complete analysis of all charges to this account should be shown on the report and copies of supporting vouchers must be attached.

EU. 36. TAXES:

Full and complete copies of vouchers for payment of taxes chargeable to construction shall be attached and an explanation of such charges furnished.

METHOD OF REPORTING ADDITIONS AND BETTERMENTS OR ABANDONMENTS.

Under the provision of Section 5 of this order, quarterly reports showing all new construction, additions and betterments or abandonments shall be made, and shall be compiled in the same manner and according to the same rules as for the original construction cost and inventory.

The source of receipt and detailed information relative to acquisition of all moneys expended for each account shall be shown.

On last page of the quarterly report, and immediately preceding the oath, the following data shall be shown:

Total amount charged to property accounts as reported June 30th, 1914\$ _____

Total net charges to property accounts for the period July 1st, 1914, to last day of the calendar quarter, both inclusive preceding the quarter for which this report is rendered, per quarterly reports filed with the Commission\$ _____

Total net charges to property accounts for the quarter of,19....., per this report \$ _____

Corporation Commission Report

TOTAL CHARGES TO PROPERTY AC-
 COUNTS ON LAST DAY OF CALENDAR
 QUARTER FOR WHICH THIS REPORT IS
 MADE\$

OATH.

All reports made to the Commission in accordance with the require-
 ments of this Order, shall bear the following oath, except when a series
 of reports are made at one time and permanently attached together, then
 the last sheet of such report may carry the oath for the attached reports.

STATE OF..... }
 COUNTY OF..... } ss.

This is to certify that this report was prepared under the require-
 ments of Order No., and instructions as promulgated by the Corpora-
 tion Commission of Oklahoma, under my personal supervision. I
 further certify that it is in accordance with the books and records of
 this company, and that the above report is correct.

.....
 Chief Engineer.

.....
 Managing Officer.

Subscribed and sworn to before me this the.....
 day of, A. D., 191.....

CLEARING ACCOUNTS: Accounts GU-27, GU-28, GU-29, GU-
 30, GU-31, and GU-34, also accounts for electric companies, namely,
 accounts EU-31, EU-32, EU-33, EU-34, EU-35 and EU-36, as herein
 named (with text pertaining thereto) are provided for certain expendi-
 tures which usually affect all classes of construction but need to be
 brought together in one account in order that the total of each such
 class of expenditures may be known. Each account named in this para-
 graph can, if so desired, be cleared by apportioning the total expenditures
 in each account to other appropriate property accounts on the basis of
 service rendered, as determined by the actual time devoted to particular
 jobs, or if actual time cannot be allocated then upon an equitable basis
 fixed by the officers of the company, but the total for each account
 must be shown separately.

BALANCE SHEET ACCOUNTS.

Definitions and Instructions.

Balance Sheet Accounts defined. By Balance Sheet Accounts are
 meant those titles under which the ledger accounts are combined and

summarized to show the assets, liabilities, and profits or loss of the business at a given time. Where the title and definition of a Balance Sheet Account indicate that it is a summary of other accounts, it is not required that a special ledger account shall be raised under such a title to include the balance from the accounts usually carried on the ledger.

ASSETS: The term Assets is an accepted designation of the wealth or money's worth, either actual or nominal, in the possession or control, or at the disposal of individuals, firms, corporations, or governments, when the wealth or money's worth is considered as resources for satisfying the obligation of debtors to creditors, and those of trustees to their principals.

Corporate deficit is the excess of the expense and deductions over revenue or income, and represents the amount due to the corporation by its proprietors, or propriety interests for the replacement of lost invested capital.

LIABILITIES: Liabilities are primarily amounts of money or quantities of other specified forms of wealth which persons, firms, corporations, or governments are under obligation to pay or deliver, or for whose custody, use, payment, or expenditure they are responsible, or amounts representing losses or depreciation of assets incurred but not realized.

Corporate surplus is the excess of revenue or income over expenses and deductions, or portions of the property rights or equity of the proprietors.

ASSET ACCOUNT.

1. **FIXED PROPERTY INSTALLED PRIOR TO JULY 1, 1914.**

In this account (on the balance sheet statement), shall be shown the total of the balance in the ledger accounts representing the corporation's fixed property which was installed prior to July 1, 1914, and which is still in service at date of the balance sheet.

2. **FIXED PROPERTY INSTALLED SINCE JUNE 30, 1914.**

This account is a summary of the accounts representing the corporation's fixed property installed since June 30, 1914, and should show the cost of the fixed property which has been installed since that date and is still in service at the date of the balance sheet.

3. **CASH AND DEPOSITS.**

(A). **CASH.** Charge to this account the amount of current funds available for use on demand in the hands of financial officers and agents,

or deposited in banks or with trust companies, and cash in transit for which agents receive current credit.

(B). **SPECIAL DEPOSITS.** Charge to this account special deposits to pay declared dividends or matured interest, cash realized from the sale of securities held for disbursement when the purposes for which the securities are sold are accomplished; special deposits other than in sinking funds for the payment of debts and interest, not matured; also money and securities deposited to secure the performance of contracts, and other deposits of a special nature not provided for elsewhere.

4. **NOTES RECEIVABLE.**

Charge to this account the cost of all collectible obligations in the form of notes receivable or other similar evidences of money receivable on demand or within a time not exceeding one year. This does not include interest coupons. Time loans that mature more than one year after date of issue shall be considered as investments and shall not be included in this account.

5. **ACCOUNTS RECEIVABLE:**

Include in this account all amounts owing to the corporation upon accounts with solvent concerns other than banks, also the cost of all accounts and claims (except notes or negotiable bills) upon which responsibility is acknowledged by solvent concerns or which are sufficiently secured to be considered good, and of all judgments against solvent concerns where the judgment is not appealable or suspended through appeal.

The following sub-accounts are provided:

A. **Accounts with System Corporations.** Charge to this account amounts due from proprietary, affiliated, controlled and controlling corporations on open accounts other than those provided for in Account No. 8-B, "Advances to System Corporations for Construction, Equipment and Betterments."

B. **Due from Consumers and Agents.** Charge to this account amounts due from consumers and agents for services rendered or billed.

NOTE—Accounts with consumers and agents shall be kept in such manner as will enable corporations to show amounts due from consumers and agents for current accounts, for delinquent accounts, and amounts due from consumers whose service has been suspended.

C. **Miscellaneous Accounts Receivable.** Charge to this account amounts due from employes for working funds advanced and amounts due from miscellaneous debtors upon open accounts considered collectible.

6. INTEREST AND DIVIDENDS RECEIVABLE:

Charge to this account all interest considered collectible, accrued but not as yet collected upon bonds, notes or other commercial paper held by or for the benefit of the corporation; all dividends declared or guaranteed by solvent concerns but not yet collected the right to which is in the corporation.

7. OTHER CURRENT ASSETS:

Charge to this account the cost of all current assets which are not includible under any of the foregoing accounts. By Current Assets are meant only those things that are readily convertible into money and which are held not as investments, but with the intent of being presently converted into money.

8. INVESTMENTS:

This account includes the cost of all properties acquired or held not for use in present operations, but as a means of obtaining and exercising control over other corporations, or for income to be derived therefrom, or for a raise in value, or for devotion to future operations, and for securing other business advantages that may seem possible through their acquisition and possession.

It is sub-divided as follows:

A. SECURITIES OF OTHER CORPORATIONS. Charge to this account the cost of stocks and bonds and other evidences of indebtedness issued by other companies. This account does not include any stocks, bonds, or other evidences of indebtedness issued or assumed by the accounting corporation.

NOTE—In the annual reports to the Corporation Commission, investments will be required to be classified so as to show those held subject to a lien of some character and those held free of all lien or pledge.

B. Advances to System Corporations for Construction, Equipment and Betterments. Charge to this account advances to proprietary, affiliated, controlled and controlling corporations to enable such corporations to pay for construction, equipment, additions, and betterments, when such advances are of a permanent nature (i. e., where there is not an understanding that the advances are to be repaid within one year) or when it is understood and intended that reimbursement shall be made by the issue of the securities of the debtor corporation.

NOTE—Temporary advances on open accounts to system corporations and such advances for purposes other than construction, equipment, additions and betterments shall be included in accounts receivable.

C. **Miscellaneous Investments.** Charge to this account all other investments of a permanent nature in intangible and in physical property not held for the operation of the Company's plant.

NOTE—In the annual reports to the Corporation Commission, investments will be required to be classified so as to show those held subject to a lien of some character and those held free of all lien or pledge.

9. **MATERIALS AND SUPPLIES:**

Charge to this account the cost (including transportation) of all materials and supplies acquired, and the value of discarded equipment, and of equipment materials, and supplies returned to store, regardless of whether the same are intended to be consumed in construction or in operation, or later to be sold.

Inventories of materials and supplies shall be taken at least annually and any shortages or overages disclosed by such inventories shall be credited or debited to this account.

10. **SINKING FUND.**

Charge to this account the amount of cash and the cost of live securities in the hands of trustees of sinking and other funds for the purpose of redeeming outstanding obligations, also amounts deposited with such trustees on account of mortgaged property sold. A separate account shall be raised for each sinking fund. When any security of the same issue as that for which a sinking fund is created is acquired through the operation of the sinking fund, the par value of the security shall be charged to the liability account to which it stands credited and not to the sinking fund account.

11. **OTHER SPECIAL FUNDS:**

Charge to this account the amount of cash and the cost of securities held in trust by or for the corporation in insurance funds, pension funds, hospital funds, and other similar special funds not provided for in the preceding accounts. A separate account shall be raised for each fund.

NOTE—Securities issued or assumed by the corporation may be included among the assets of special funds only when they represent the actual investment of funds held in trust and when the fund so held would share in the distribution of assets covered by the securities in case of foreclosure or dissolution.

12. **TREASURY SECURITIES:**

Charge to this account the par value of all stocks and bonds which have been authorized and issued by the corporation or assumed by it and held by the Treasurer or other fiscal agent of the corporation for its bene-

fit. When such securities are sold their par value shall be credited to this account.

13. PREPAID EXPENSES:

A. Prepaid Rents. Charge to this account the amount of rents paid in advance of the enjoyment of the term. As the term is consumed, credit this account at monthly intervals and debit the appropriate rent account with the amount applicable to the month.

B. Prepaid Taxes. Charge to this account the excess of taxes paid over the amount properly chargeable to income or other accounts as shown by the debit balance in the Tax Liability account.

C. Prepaid Insurance. When premiums on insurance policies are paid in advance of their accrual, the amount prepaid shall be charged to this account. As such premiums accrue, they shall be credited at monthly intervals to this account and charged to the appropriate expense account.

D. Other Prepayments. When other prepayments are made for anything other than as provided for in the three preceding accounts, the amount of such prepayments shall be included in this account.

14. UNAMORTIZED DISCOUNT ON SECURITIES AND EXPENSE:

When capital stock, funded debt securities and other evidences of indebtedness are disposed of for a consideration whose cash value is less than the sum of the par value of the securities or other evidences of indebtedness and the interest thereon accrued at the time the transfer takes place, the excess of such sum of the par value and accrued interest over the cash value of the consideration received shall be charged to this account. To this account shall also be charged all expense connected with the issue and sale of evidences of debt, such as fees for drafting mortgages and trust deeds, fees and taxes for recording mortgages and trust deeds; cost of engraving and printing bonds, certificates of indebtedness, and other commercial paper having a life of more than one year; fees paid trustees, provided for in mortgages and trust deeds; fees and commissions paid underwriters and brokers for marketing such evidences of debt, and other like expenses not elsewhere provided for.

15. OTHER SUSPENSE:

This account includes all debits not elsewhere provided for and the proper final disposition of which is uncertain. It will include all such matters as expense of preliminary surveys, plans, investigations, etc., made for determining the feasibility of projects under contem-

pletion. Should any such project later be carried to completion, such amounts shall be credited to this account and charged to the proper property accounts. Should a project be abandoned such amount shall be charged to profit and loss.

16. CONSTRUCTION WORK IN PROGRESS:

In this account may be included amounts expended upon plant that is in process of construction under estimates or work orders but is not ready for service at the date of the balance sheet. It includes, also, such proportion of plant supervision expenses, engineering expenses, tool expenses, supply expenses, and general expenses as may be properly chargeable to the construction work included under this account.

When the work is completed on any job, the cost of which has been included in this account, the sub-account covering that job shall be credited with the amount at which it stands charged, and the appropriate property or other accounts shall be concurrently charged; but in no case shall any expenditure be carried in this account beyond the close of the fiscal year next succeeding that in which the expenditure is made.

17. OTHER INTANGIBLE PROPERTY.

Charge to this account the cost of all other intangible property devoted to operations. Entries of charges to this account shall describe the acquired property with sufficient particularity clearly to identify it, and shall also show specifically the principal from whom acquired and all agents representing such principal in the transaction; also the term of life of such property, estimated is not known, and if estimated, the facts upon which the estimate is based.

18. CORPORATE DEFICIT:

Under this head should be shown the debit balance, if any, in the "Corporate Surplus or Deficit Account."

LIABILITY ACCOUNTS.

19. CAPITAL STOCK:

To this account should be credited the par value of the capital stock issued and outstanding, including any that may be in the corporation's treasury, or held in trust for it, or in sinking or other funds.

20. INSTALLMENTS ON STOCK SUBSCRIPTIONS:

To this account should be credited the amounts received for capital stock to be paid for in installments, until such stock is issued.

21. FUNDED DEBT:

The funded obligation of the corporation shall be divided into classes, each class agreeing in all of the following four characteristics:

1. Mortgage or other lien, or security therefor.
2. Rate of Interest.
3. Interest Date.
4. Date of Maturity.

A separate sub-account shall be opened for each mortgage, note, or other lien or security, and no accounts or debts not agreeing in the characteristics as above shall be included in the same sub-account.

To the proper sub-account shall be credited when issued the total receipts for the sale of evidence of indebtedness secured by the mortgage, etc. The entry in any account shall show also the purpose for which funded debt is issued and shall make intelligible reference to the book, page, and account wherein are shown any discount or premium realized on the amount issued or assumed.

If the consideration received for the indebtedness is other than money, the entry shall show to whom issued and shall describe with sufficient particularity to identify the actual consideration received.

If the issue in any case is to an agent of an undisclosed principal, the name and address of agent and the fact of his agency must be shown in the entry; also short time securities or notes and mortgages payable which are due at a date over one year in the future.

22. RECEIVER'S CERTIFICATES:

When any receiver acting under the orders of a court of competent jurisdiction is in possession of the property of the corporation, and under the orders of such court issues certificates of indebtedness chargeable upon such property, the par value of such certificates shall be credited to this account.

Interest accruing upon such certificates shall also be credited monthly to this account.

23. ADVANCES FROM SYSTEM CORPORATIONS FOR CONSTRUCTION, EQUIPMENT AND BETTERMENTS:

Credit to this account advances from proprietary, affiliated, controlled and controlling corporations to enable the accounting corporation to pay for construction, equipment, additions and betterments when such advances are of a permanent nature (i. e., where there is not an understanding that the advances are to be repaid within one year) or when it

is understood and intended that a reimbursement shall be made by issue of the securities of the debtor corporation.

NOTE—Temporary advances on open accounts from system corporation and such advances for purposes other than construction, equipment, additions and betterments shall be included in accounts payable.

24. NOTES PAYABLE:

When any note or draft which matures not later than one year after date of issue or of demand is issued or the primary liability thereon assumed by the corporation, the par value thereof shall be credited to this account and when it is paid it shall be charged to this account and credited to "Cash" or other suitable account except secured notes proper to be included in Account No. 20, "Funded Debt."

25. ACCOUNTS PAYABLE:

Include in this account the credit balances, showing all liabilities of the corporation upon open accounts, as provided in the following sub-accounts:

A. Accounts with System Corporations. Credit to this account the amounts owing to proprietary, affiliated, and controlled or controlling corporations on open accounts other than those provided for in Account No. 32, "Advances from System Corporations for Construction, Equipment and Betterments."

B. Audited Vouchers and Wages Unpaid. Credit to this account the amount of audited vouchers or accounts and audited payrolls unpaid on the date of the balance sheet. Include also the amount of unclaimed wages and outstanding pay and time checks issued in payment of wages.

C. Consumers' Deposits. Credit to this account as such deposits are made all cash deposited with the corporation by consumers for service as security for the payment of bills. Deposits refunded should be charged to this account and credited to cash. Deposits applicable to uncollectible bills should be credited to the account of the consumer and debited to this account.

D. Miscellaneous Accounts Payable. Credit to this account all amounts owing to miscellaneous creditors on open accounts and not provided for elsewhere.

26. INTEREST ACCRUED:

Credit to this account at the close of each month the interest accrued during the month upon the interest-bearing indebtedness issued or assumed by the corporation, except interest on judgments and receivers'

certificates. When such interest is paid it should be charged to this account and credited to "Cash" or other suitable account. The interest accruing on any judgment against the corporation or upon any receivers' certificates shall be credited to the account to which such judgment or receivers' certificates stand credited.

27. TAXES ACCRUED:

To this account should be credited taxes that have accrued but are not yet due. The full amount of taxes for the year should be estimated and charged equally (one twelfth) to the tax account of each month with corresponding credit to this account, as soon as the amount of the taxes for the period is known, the accounts should be adjusted to conform. When taxes become due and are vouchered, they should be charged to this account.

28. DIVIDENDS DECLARED:

When any dividend is declared, the amount of the dividend shall be credited to this account and here remain until it is paid, when the amount of the payment shall be charged to this account and credited to "Cash" or other suitable account.

29. SERVICE BILLED IN ADVANCE:

When bills are made for service to be rendered in future months, and the amount of the bills is included in "Accounts Receivable" but not in the revenue accounts, the proportion of the bills applicable to future months shall be credited to this account. As the term for which the bills are made expires, the appropriate revenue account should be credited and this account debited with the amount applicable to the current month.

30. RESERVE OR ACCRUED DEPRECIATION:

Credit to this account or to appropriate sub-accounts such amounts as are concurrently charged to Depreciation. Charge to this account or to appropriate sub-accounts (except as prescribed in the notes hereunder) the realized depreciation in the several classes of tangible property; that is, the difference between the original cost (estimated if not known) of property relinquished, retired, or destroyed, and the value of any salvage recovered. Charge also to this account such part of the expenditures for repairs concurrently credited to appropriate account as may have been provided for in estimating the rate of depreciation.

31. CASUALTY AND INSURANCE RESERVES:

When any admitted liability arises because of loss or damage to property of others, or of injuries to employes or other persons, the amount of the liability may (if not previously provided for by insurance or self-

insurance) be charged to the appropriate operating expense or other accounts and credited to this account, against which (in such case) the actual cost of satisfaction of the liability shall be charged when the matter is determined. If the extent of the liability cannot be ascertained promptly after the liability arises, it may be estimated as accurately as practicable for the purpose of determining the immediate charge to the expense or other appropriate account, in which case the matter shall be adjusted when the extent of the liability is definitely ascertained. If the loss is of such character that it is in whole or in part indemnifiable under any contract of insurance carried by the corporation, the indemnifiable portion of the loss shall be charged to the insurer and credited to "Casualty and Insurance Reserves." Also credit to this account the amount charged to operating expense "Insurance," to cover self-carried risks.

32. RESERVES INVESTED IN SINKING FUNDS:

Credit to this account appropriations from surplus specifically invested or set aside in the hands of trustees for sinking and redemption funds, including accretions to such funds.

33. CORPORATE SURPLUS UNAPPROPRIATED:

Under this head should be shown the credit balance, if any, in the "Corporate Surplus or Deficit Account."

INCOME ACCOUNT.

Income account defined.

The income account brings together those accounts that show the total amount of money that the corporation has received or becomes entitled to receive for services rendered during a given period, the return accruing during the period upon investments, and the disbursements and obligations incurred that effect the disposition of the amounts so received or accrued. The following accounts make up the income account statement and should be closed into the Income Account at the close of the year or other fiscal period.

101. OPERATING REVENUES:

Include in this account the total operating revenues of the corporation for the period covered by the income statement.

102. OPERATING EXPENSES:

Include in this account the total expenses of the corporation for the period covered by the income statement.

103. NON-OPERATING REVENUES:

A. Rent accrued from lease of plant.

Credit to this account monthly as they accrue, all revenues from the corporations interests in plant or equipment held by others under some form of lease whereby it surrenders possession of such property. This account is intended to cover only rents receivable for the use of plants or operating units held as a whole under some form of lease.

B. Miscellaneous rent revenues.

Credit to this account monthly the revenues accruing to the corporation as a return upon rented property other than plant and equipment held by others under lease as provided for in preceding account.

C. Interest and Dividend Revenues.

Credit to this account monthly all revenues accruing to the corporation, not retained in specific sinking or other revenue funds, from interest upon all its bank balances, special deposits and other assets, when such interest is a liability of solvent concerns or individuals and, from dividends declared or guaranteed by solvent concerns upon stocks held by the corporation. No interest or dividends upon securities issued or assumed by the accounting corporation shall be credited to this account nor to any other revenue account.

D. Sinking and other reserve fund accretions.

Credit to this account and charge the appropriate fund or its trustee monthly the revenues accruing from securities and other assets in the hands of trustees or specifically set aside for sinking or other special funds, when the revenues are retained as a part of the funds. Such revenues may include appropriations equal to interest upon securities issued or assumed by the accounting corporation where such securities are acquired through the operation of a sinking or other reserve fund.

E. Profits from operations of others.

Whenever in accordance with the terms of any contract the corporation is entitled to participate in the profits from operations of others, all revenues accruing to the corporation from such source shall be credited to this account.

F. Miscellaneous non-operating revenues.

Credit to this account all non-operating revenues not provided for in the foregoing accounts.

104. NON-OPERATING REVENUE DEDUCTIONS:

A. Rent expense.

Charge to this account all expenses arising in connection with the procuring of revenues from rented property, such as the cost of negotiating contracts, advertising for tenants, fees paid conveyancers, collector's commissions, cost of enforcing payment of rent, cost of ousting tenants, etc. This includes the expenses accruing while the property is idle and awaiting an occupant; also the cost of maintenance of the property when such cost is borne by the corporation. Such maintenance includes depreciation as well as repairable wear and tear. It does not include taxes.

B. Interest expense.

Charge to this account all expense arising in connection with procuring interest upon investments, such as expense of collection, expense of investigating delay in payment, expense of enforcing payment and the like. It does not include taxes on such investments.

C. Dividend expense.

Charge to this account all expense arising in connection with the collection of dividends on stocks of other corporations, including expenses incurred in the investigation of the affairs of the corporations whose stocks are held, whether for the purpose of detecting mismanagement or for the purpose of inducing the declaration of dividends and all expenses connected with enforcing payment of dividends when declared. It does not include taxes on such investments.

D. Other operations expense.

Charge to this account the cost of negotiating contracts whereunder the corporation is to participate in the profit resulting from operations of others; also all expense of collecting the corporation's proportion of such profits, and all expense connected with procuring the modification of the dissolution of any such contract.

E. Miscellaneous non-operating expense.

Charge to this account all non-operating expense not provided for in the foregoing sub-accounts.

F. Non-operating taxes.

Charge to this account all taxes payable by the corporation accrued upon non-operating property and all taxes assignable to non-operating revenues.

G. Uncollectible non-operating revenues.

When any non-operating revenues are judged by the corporation to be uncollectible, the amount thereof shall be credited to the account in which heretofore charged and charged to this account.

105. INTEREST ACCRUED ON FUNDED DEBT:

Charge to this account monthly all interest accrued on outstanding funded debt issued or assumed by the corporation. This account does not include interest on securities held by the corporation in its treasury in sinking or other reserve funds or pledged as collateral.

106. OTHER INTEREST DEDUCTIONS:

Charge to this account monthly all interest accrued on receivers certificates and on interest bearing unfunded obligations of the corporation.

107. RENT DEDUCTIONS:

Include in this account monthly all amounts accrued against the corporation for rents, other than minor rents provided for elsewhere as chargeable to operating expenses. It includes the matters provided for in the following sub-accounts:

A. Rent for lease of plant.

Charge to this account monthly all amounts accrued against the corporation for the rent of plant and equipment which it holds under some form of lease from another, and which it has the exclusive possession of. This account is intended to cover only rents payable for the use of plant or operating units held as a whole under some form of lease.

B. Rent for conduits, poles and the like.

Charge to this account rents payable accruing for the use of ducts, conduits or subways owned by others and rents for the use of poles, fences or buildings owned by others and rents for the use of poles, fences or buildings used as supports for the electric lines of the accounting corporation.

C. Rents for instruments and equipment.

Charge to this account the rents payable accruing for electric or gas instruments and equipment owned by others. This does not include amounts paid licensor electric or gas corporations under an agreement to pay a certain percentage of revenues for use of instruments, privilege of connection, etc.

109. MISCELLANEOUS DEDUCTIONS FROM INCOME:

Include in this account the matters provided for in the following sub-accounts:

A. Loss on operations of others.

Whenever, in accordance with the terms of any contract, the corporation is bound to contribute toward reimbursement of the losses result-

ing from the operations of others, all liabilities accruing to the corporation from such source shall be charged to this account.

B. Uncollectible Bills.

Charge to this account, and credit the account receivable which heretofore carried, the amount of any account for service which after a reasonably diligent effort to collect, has proved impracticable of collection. This account includes only uncollectible bills for amounts which have been treated as operating revenue.

C. Other contractual deduction from income.

Charge to this account all deductions from gross income, which are in the nature of fixed charges and not provided for elsewhere, such as those required by the terms of some agreement, contract, charter, provision, law or ordinance.

CORPORATE SURPLUS OR DEFICIT ACCOUNT.

Corporate Surplus or Deficit Account Defined:

This account or summary is the connecting link between the income account and the balance sheet. It summarizes the changes in the corporate surplus or deficit during a given fiscal period resulting from the business transactions during that period as well as those affected by any disposition of net profits made solely at the option of the corporation, by accounting adjustments not properly attributable to the period, or by miscellaneous losses or gains not provided for elsewhere.

To this account should be carried the net balance of the accounts forming the Income Account, and in it should be summarized all optional appropriations (including dividends); miscellaneous adjustments due to errors in accounting in prior fiscal periods; profits from the sale of securities or other property; losses upon property sold or otherwise retired and not covered by reserves, and unusual losses and gains of like nature. For these matters the following accounts are provided; their net balance added to the net balance from the Income Account should show the net surplus or deficit on the date of the balance-sheet.

110. DIVIDENDS ON OUTSTANDING STOCK:

When any dividend is declared upon any outstanding stocks of the corporation, the amount of such dividend shall thereupon be charged to this account. All entries to this account shall show the amount of stock upon which the dividend is declared as well as the amount thereof. If the dividend is payable in anything other than money such thing shall be described in the entry with sufficient particularity to identify it, and the actual money value thereof shall be stated as the amount of the dividend.

When any dividend is declared upon the stocks of the corporation owned by or held in the behalf of the corporation, the amount of such dividend thereon shall be credited to this account. Entries of credits to this account shall be made with the same degree of particularity as is prescribed in the preceding paragraph.

111. SINKING FUND APPROPRIATION:

Charge to this account all appropriations to sinking funds and accretions to such funds on account of income from previous investments. Such appropriations should include: (1) direct payments; (2) sums equal to the interest or dividends on securities issued or assumed by the corporation and held in sinking funds; (3) income from investments of sinking funds other than securities issued or assumed; (4) income from cash or special deposits held by trustees of sinking funds. All earnings of sinking funds and contributions to such funds shall be included in this account whether such contributions are made at the option of the corporation or are required by the provisions of mortgages, deeds of trust, or other contracts.

112. MISCELLANEOUS DEDUCTIONS FROM SURPLUS:

A. Expenses Unprovided for Elsewhere. Charge to this account all expenses not chargeable as part of operating expenses or of non-operating expenses, such as fines levied on the corporation for violation of law, for misfeasance, for non-feasance, etc., fines levied on directors, officers, and other employees of the corporation and assumed by it, donations to funds, to churches and other associations, and other like expenses and outgoes.

B. Realized Depreciation Not Covered by Reserves. Charge to this account the realized depreciation (that is, the difference between the original cost and the salvage, if any) on tangible property retired, when such depreciation has not been provided for through a depreciation reserve.

C. Gifts to Controlled Corporations. Charge to this account all gifts made by the corporation to its controlled corporations, also such portions of all advances thereto as are not carried as assets.

D. Appropriations to Reserves. Charge to this account all optional appropriations to reserves.

E. Other Appropriations from Surplus. Charge to this account all optional appropriations made by the corporation and not provided for elsewhere.

NOTE—A complete analysis of this account will be required in annual report of corporations to the Commission.

Form 15

F. Other Deductions from Surplus. Charge to this account all deductions from surplus made to extinguish discount on stocks outstanding, optional amortization of debt discount and expense, deductions because of erroneous accounting in prior fiscal periods, and all other deductions from surplus not provided for elsewhere.

NOTE—A complete analysis of this account will be required in annual reports of corporations to the Commission.

113. MISCELLANEOUS ADDITIONS TO SURPLUS:

Credit to this account all additions to surplus due to erroneous accounting in previous fiscal periods, bad debts collected after being written off, profits arising from the sale of securities or other property, etc.

Each Gas and Electric Utility Company may report its financial operations in accordance with the preceding provisions governing balance sheet, income and corporate surplus and deficit accounts, but it shall not be considered that the result, or any particular deduction shown by such account shall be final, conclusive or binding upon the Commission, nor shall the same be considered as bearing the approval of said Commission.

In Witness Whereof, we have hereunto set our hands and affixed the Seal of said Commission, this the 13th day of December, 1913.

ORDER No. 775.

Cause No. 1867.

Violation of Order No. 715.

The Incorporated town of Ochelata, Oklahoma,
Plaintiff,

v.

The Indian Territory Illuminating Oil Company and Osage Producers
Gas Company, corporations,
Defendants.

Opinion and Order by the Commission:

On the 31st day of July, 1913, the Commission made an order providing that the defendants, the Indian Territory Illuminating Oil Company and the Osage Producers Gas Company furnish the incorporated town of Ochelata with an adequate and sufficient quantity of gas. The evidence shows in this case that the defendant companies, the Indian Territory Illuminating Oil Company and the Osage Producers Gas Company have failed to carry out the order of the Commission and failed

to furnish an adequate quantity of gas, and the evidence further shows that they have and can get an adequate quantity of gas to supply the complainants with all gas necessary for the town of Ochelata. All of which they have failed to do and violated Order No. 715.

Therefore, the Corporation Commission of Oklahoma fines the defendant companies, the Indian Territory Illuminating Oil Company and the Osage Producers Gas Company \$100.00 for violation of Order No. 715, and further orders that if they fail to furnish the complainants with a sufficient quantity of gas after a reasonable length of time to do so, that the fine will be double each month until the order is complied with. This order to take effect on and after the 20th day of December, 1913.

Oklahoma City, Dec. 17, 1913.

ORDER No. 776.

Cause No. 1890.

R. B. Pugh, *et al.*, Morris, Oklahoma,
Complainants,

v.

The Okmulgee Gas Company,
Defendant.

Alleging Discrimination in Rates.

Opinion and Order by the Commission:

The evidence shows that the town of Morris, Oklahoma has no legal franchise and the defendant company has the town practically laid with gas pipes so as to furnish gas to most of the houses in Morris but it seems from the evidence that many of the pipe lines are too small to give adequate service. The evidence shows that a discrimination is being practiced in rates for stoves in business houses. The rate for stoves for a residence is \$1.00 and for a business house \$1.50 to \$2.50, all being on a flat rate. The distance from Morris to the wells where they are getting gas is about three miles though there is a private gas well in one corner of the town of Morris, and the owner would be glad to furnish the people of Morris gas at a very reasonable rate.

The evidence shows the revenue per month for gas at Morris is \$450.00 and the cost for the pipe lines could not exceed over \$4,500.00 or \$5,000.00 and the revenue for one year at \$450.00 per month would be \$5,400.00.

It is, therefore, ordered that the Okmulgee Gas Company at Morris, Oklahoma shall furnish the people of Morris an adequate supply of gas at all times and collect while on a flat rate, \$1.00 per stove from all residence stoves and \$1.50 per month per stove from all stoves in business houses and 10 cents per month for all lights in residences and business houses. When meters are installed in Morris the rates shall be 15 cents per thousand feet for domestic consumption.

This order to take effect on and after January 1st, 1913.

Dated at Oklahoma City, Okla., this the 17th day of December, 1913.

ORDER No. 777.

Cause No. 1876.

City of Claremore,

Complainant,

v.

St. Louis & San Francisco Railroad Company,

Defendant.

OPINION AND ORDER.

By the Commission:

Complaint was filed and evidence taken in the case of L. S. Robson, City Attorney of Claremore, against the St. Louis & San Francisco Railroad Company, asking for a new passenger depot at Claremore.

The evidence shows that this depot was built when the road was first built and has about served its usefulness; that the depot is inadequate for the accommodation of patrons, and is in a bad condition, with water standing under the depot and platform, and the platform in front and around the depot is rotten. The depot only seats eighteen people and many of the trains daily bring in thirty to sixty people and carry out the same number, and people have to stand on the outside until the train arrives as the depot won't hold one half of those that come to take the train. The Railroad Company does not deny the necessity of a new depot at Claremore.

It is hereby ordered that the St. Louis and San Francisco Railroad Company shall build a new and up-to-date passenger depot at Claremore, Oklahoma; the same to be completed by July 1, 1914.

Oklahoma City, Dec. 17, 1913.

ORDER No. 778.

Cause No. 1915.

To the Atchison, Topeka & Santa Fe Railway Company:

You are hereby ordered to deliver to the Commission exact copy of the report of your agents in Oklahoma, which was made under your instructions for said agents to apportion their time devoted to the various duties, which included the amount of time devoted to passenger service and also the freight service.

That the copies of these reports shall be made by your agents and sent by your agents direct to the Commission.

You are further ordered to so instruct your agents by wire upon receipt of this order.

That copies of these reports shall be delivered to the Commission not later than the 14th day of January, 1914.

Oklahoma City, January 2, 1914.

Suspended January 1, 1914.

TEMPORARY ORDER No. 779.

Cause No. 1922.

In the matter of H. P. Warfield,

v.

Tishomingo Electric Light & Power Company.

It appears the controversy in this case grows out of the defendant's insisting upon putting a meter in the residence of the complainant and in addition to the regular charge for current on a measured service, the defendant insists that the complainants should pay 25 cents per month for the rental of a meter; that upon the refusal of the complainant to pay this it is claimed that his lights were turned off; while the defendant claims that the complainant would not permit the meter to be installed, etc.

However, this may be, the defendant is hereby ordered to continue the service to the complainant by installing a meter in his house, if there is no objection to the installing of such meter by the complainant.

If there is any delay in the installing of the meter, the service as now exists shall be continued until such time as the meter can be installed. The defendant shall not collect a 25 cent rental charge until the complaint now pending before the Commission is determined.

Dated at Oklahoma City, 5th day of January, 1914.

ORDER No. 780.

Proposed Order No. 46.

In re application of the St. Louis & San Francisco Railroad Company,
to amend Order No. 763.

It is hereby ordered that Order No. 763 be and the same is hereby amended to read as follows:

"It shall be the duty of the carrier to begin the forward movement of all freight toward its destination within twenty-four hours after the Bill of Lading is signed, except kerosene, gasoline, crude oil, lubricating oil, linseed oil, turpentine not boxed or sealed, or other oils that would injure other commodities if shipped in the same car, in less than carload lots. The carriers may arrange to move kerosene, gasoline, crude oil, lubricating oil, linseed oil, turpentine not boxed or sealed or other oils that would injure other commodities if shipped in the same car, on two days of each week only in equipment assigned to that service, provided that the shipment when started shall proceed to destination. (The carriers shall accept kerosene, gasoline, crude oil, lubricating oil, linseed oil, turpentine not boxed or sealed and other oils that would injure other commodities if shipped in the same car, in less than carload lots and issue Bill of Lading therefore when offered, but its forward movement may, in the discretion of the carrier, be on the regular days for the movement of these commodities). And after the movement thus commences, such freight shall be carried toward its destination at a rate not less than 50 miles a day covering the whole period any carrier controls the same, and at junction and divisional points, twelve hours additional time shall be granted; except, that in movements of perishable freight and livestock in less than carload lots, the minimum rate shall be 100 miles per day and six hours additional time at junction and divisional points, provided, that agents shall advise shippers of livestock in carloads the time of the arrival of trains on which same are to be moved and loading of such livestock shall be completed before the arrival of such train, and on shipments of ten or more cars of live stock, the minimum rate of movement per day shall be 200 miles with no additional time at junction or divisional points."

This order shall be in full force and effect on and after the 19th day of January, 1914, and may be put into effect by the carrier at any time prior to January 19th, 1914.

Oklahoma City, January 8, 1914.

ORDER No. 781.

Cause No. 1559.

In re stopping Limited trains, being Nos. 9 and 10, by the Missouri, Kansas & Texas Railway Company at Durant.

Order No. 574 provides in substance that trains that stop at Durant must stop at Caddo. This order was issued in pursuance of an arrangement not based on the relative transportation necessities of the two towns or localities. Shortly after the above order was agreed upon, the Limited trains Nos. 9 and 10 ceased to stop at Durant and Caddo.

Durant is at a junction point of three railroads, St. Louis & San Francisco, Missouri, Kansas & Texas and Missouri, Oklahoma & Gulf. There is a very heavy passenger traffic from Durant to all points in Texas on the Missouri, Kansas & Texas north of Dallas and Fort Worth and a very heavy traffic between Durant and Sherman and Denison. It has never appeared to the Commission at any time that there was any traffic reason why Order No. 574, requiring all trains that stop at Durant to stop at Caddo, should have been issued. That order was based upon entirely different conditions submitted to the Commission by all parties concerned, to which the Commission acceded.

It is therefore ordered, that Order No. 574 shall be cancelled in so far as it affects the Limited trains known as Nos. 9 and 10, now operated by the Missouri, Kansas & Texas Railway Company, and that said Limited trains may stop at Durant without stopping at Caddo.

Oklahoma City, January 8, 1914.

ORDER No. 782.

Cause No. 1828.

C. D. Armstrong and E. A. Ramsey,

v.

A. F. Mowry, Ben Gillespie, H. L. Watts, A. E. Whorton, J. C. Pease,
C. S. Bell, J. C. McGuinn and J. W. Mosley.

The controversy in this case grows out of a disputed ownership of the main pipe line from the well No. 2 on Clark's school lease to the town of Hallett, also the distributing plant in the town of Hallett.

The complainants have a contract for the purchase of the gas at the well, which is distributed through the pipe line to the town of Hallett and also Jennings. There is a suit now pending in the District Court

to determine the ownership of this property. In the meantime the defendants are collecting for the gas consumed from the users thereof in the town of Hallett and are refusing to pay for the amount of the gas at well. This forces the complainants to pay from their private means for the use of this gas, which will result in the gas ultimately being shut off from the people of the towns of Hallett and Jennings.

Until the controverted ownership of this property is determined all gas rentals at Hallett should be collected by an arrangement between the two contending parties whereby the expenses of operating the plant should first be paid, including the price of the gas at the well. This should be done by an order of the court upon application of either of the parties, inasmuch as there is a case pending in that court, which could give such relief as would protect all parties interested. It is the duty of the Commission, however, to prevent any condition arising that would ultimately deprive the people of Jennings or Hallett of gas.

A temporary order will be made in reference to the collection and disposition of the money until such time as the court may make an order or until final hearing in this case before the Commission.

It is also set forth in the petition that the defendants forcibly prevented the complainants from putting in a meter at the pipe line to measure the amount of gas used by the town of Hallett; that they forcibly connected their pipe line without any meter. This could result in no good and the disadvantage to the town of Hallett, inasmuch as a meter could be put on at Jennings, but would inure to the detriment of Hallett because it would then sustain more loss in transit of the gas. This loss now as it is arranged is largely borne by the complainants.

The following temporary order will be made pending the final hearing of the case:

It is hereby ordered that both the complainant and the defendants agree upon an arrangement whereby the collections from gas users in the town of Hallett for gas be first applied upon the payment of the price of the gas at the well and second, upon the maintenance and cost of operating the plant, and that the profits, if any, be deposited in some bank subject to the final disposition of the case; that this order shall be effective until the court may make an order in this case providing for the disposition of the collections or until the final hearing of this case before the Commission.

The defendants are further ordered to desist from interfering with the putting in of a meter to measure the gas used by the town of Hallett.

It is further ordered that a meter be put in and the complainants

are ordered to put in a meter to measure the gas used by the town of Hallett.

This order is temporary and is only effective until the final hearing in this case.

Dated at Oklahoma City, this 12th day of January, 1914.

ORDER No. 783.

Cause No. 1928.

C. D. Armstrong and E. A. Ramsey,
Complainants,

v.

A. F. Mowry, *et al.,*

Defendants.

Modifying Order No. 782.

On the 12th day of January, 1914, the Commission issued a temporary order in this case on the ex parte application of complainants. The defendants now apply for a modification of this order.

As stated in the statement preceding the temporary order, it was set forth that the contentions in this case grow out of a controversy as to who is the owner of the distributing plant an Hallett and the pipe line from Hallett to the gas well. There is a suit pending in the court to determine the ownership of this property. When the Commission issued the temporary order it was not in possession of all the proceedings that had taken place in the court.

It appears now from the petition filed in the court and the proceedings in that court that the defendants in this case have purchased the line from the party who had the right to make a deed thereto and that the complainants are claiming that they had an option or right to purchase the property, which they offered to exercise, and that they were entitled to purchase the same instead of the defendants; that when this suit was filed they applied to the court for a receiver, and that upon a hearing by the court a receiver was denied.

The jurisdiction of this Commission extends only to such an arrangement as will insure that gas will not be shut off from either Hallett or Jennings by reason of this contention as to the ownership of the pipe lines, and when a court which has jurisdiction has investigated the matter the Commission will follow its conclusion in that respect.

Hence, the former temporary order, which was only issued for the purpose of being in effect for a few days, will be modified to read as follows:

It is ordered that the pipe line and distributing plant at Hallett be operated so that the gas shall not be shut off from the citizens of the town of Hallett or Jennings; that neither the complainant nor the defendant shall, by any act, directly or indirectly, cause the gas service to be discontinued at either town. This means that if it is necessary for either party to pay for the gas used at the well in order to continue the service that must be done, except this does not mean that the gas may not be shut off temporarily for making repairs.

It is further ordered that the party having the right to possession or exercising possession and control over the pipe line, whether the defendants or the complainants shall keep this pipe line in good repair, stop all unnecessary leakages and drain the pipe properly so as to prevent water and oil accumulations in the low places, which may have the effect of preventing either Jennings or Hallett receiving a sufficient supply of gas.

This order shall supersede and annul the order heretofore issued.

Dated at Oklahoma City, this 17th day of January, 1914.

ORDER No. 784.

Cause No. 1903.

C. M. Joiner, *et al.*, Joiner City,

Complainants,

v.

Oklahoma, New Mexico & Pacific Railway Company,

Defendant.

Asking for Switch Track.

APPEARANCES:

For the Complainants: Moman Pruitt and I. R. Mason.

For the Defendant: Henry E. Asp.

OPINION AND ORDER.

By the Commission:

The complainants allege in substance in their petition that for several years there has been a townsite platted at Joiner City; that same was done after the Arkansas & Choctaw (Frisco) had surveyed across the land and located and graded a railroad line from Ardmore to Wau-

rika, and that for the convenience of the neighboring farmers a side track should be established; that Joiner is immediately south of the developed oil fields of Carter County and that Joiner City is the nearest railroad point.

The defendant answers and states in substance that its line of good road is built from Ardmore to a point 25 miles west thereof and is now in operation two and one-half miles west of the proposed station at Joiner City; that it has established a station at Wilson, which is slightly less than three miles east of the Joiner City townsite; and further alleges that the grade line where the switch is desired is one per cent and that it is impractical from an operating standpoint to establish a switch at a point where there is a one per cent grade, and further alleges that the oil industries have ample facilities at Wilson and that they are prepared at that station to handle with due care and promptness all shipments involving oil supplies or oil pipe.

The evidence in the case discloses in substance that the main development of the Healdton oil field is directly north of Joiner; that the field extends a few miles west of Joiner in a northeasterly direction to Oil City; that some of the field can be more adequately served from Wilson, while the western portion of the field could be more conveniently served from Joiner; that as the field extends west it can be served from the proposed town of Ringling at the western terminus of the road.

The greatest difficulty a new railroad has when it is first built is preventing too many towns springing up along its line. It is best for the community at large to have good substantial towns so that a sufficient business interest will concentrate to carry all the commodities in their stores that the community demands. This cannot be done with the towns every three or four miles. The town for this particular locality should be Wilson, inasmuch as it is centrally located, and as a general proposition there should not be other towns established or facilities for establishing other towns in such manner as to create townsite jealousies and controversies. Most all old roads can with a greater degree of safety establish a spur switch for the purpose of unloading commodities, sometimes for farmers, other times for stockmen, other times for lumbermen without the embarrassment of the people insisting upon building a town at the point. We have no doubt that the railroad would be willing to throw in a spur switch of some kind at Joiner for the purpose of unloading commodities to accommodate the oil industry, if it were not for the reason above stated; that after the towns on the road have become permanently established, we are quite sure that the railroad would not object to maintaining a flag station for the accommodation of the people of the vicinity of Joiner to get on and off of the passenger trains.

The evidence was conflicting as to the number of cars of oil well supplies and lumber, etc., that would be unloaded at Joiner if facilities were afforded for that purpose. Commissioner Watson visited the proposed location and conferred with some of the heavy shippers so that he could more properly judge the weight of the testimony introduced before the Commission.

Under the present status of development in the oil fields and the fact that the Magnolia Pipe Line Company is going to build a pipe line into that oil district, there would be, in our judgment, from 150 to 200 carloads of oil well supplies and oil pipe unloaded at Joiner within the next twelve months, and for the purpose of affording these shippers facilities the defendant should put in a spur switch, holding a sufficient number of cars to take care of this business, which, it is claimed, would require a switch that would hold from eight to twelve cars. Whether a spur switch or regular switch be established will be left to the discretion of the defendant.

During this oil development passenger trains should stop at Joiner on flag for the purpose of taking on and letting off passengers.

The public is hereby notified and warned that this order is made as an emergency matter to take care of the immediate necessities of the oil industry. However, it will be used for all purposes during the time of its existence. It is not made for the purpose of promoting the townsite of Joiner or assisting in the selling of any lots therein, and all who purchase lots will do so with the possibility of this switch being removed upon the ceasing of the oil industry.

It is claimed by the defendant it would cost about \$15,000 to establish depot facilities at this place. A stub switch for the purpose mentioned herein can be established with an expenditure of not to exceed \$2.50 per foot, depending somewhat upon the amount of grading. The ties and the rails necessary for this purpose will not cost more than \$1.25 per foot.

All carload commodities set at Joiner will carry a rate of from \$2.50 to \$5.00 per car in excess of the rate to Wilson. On this basis the additional revenues to the carrier on the commodities destined to and originating at Joiner will earn an amount of revenue more than if the same commodities were delivered and originated at Wilson to pay for the building of this switch and the cost of the additional operation and 100 per cent on the additional investment. That is, they would receive the same additional revenue from Joiner as though the stations were five miles apart.

It is, therefore, ordered, that the defendant, the Oklahoma, New

Mexico & Pacific Railway Company, shall build a switch, either a regular switch or a spur, at some convenient point at Joiner City for the purpose of loading and unloading carload freight during the oil drilling and development, to be maintained during the oil development, and until such time as they are relieved from the operation of the same by the Commission.

It is further ordered that passenger trains shall stop on flag to take on and discharge passengers.

It is not meant by this order to establish a regular station at Joiner and the freight on all carload commodities destined to Joiner must be prepaid or satisfactory arrangements made with the agent at Wilson for the handling of the same.

This order shall be effective on or before Feb. 10, 1914.

Oklahoma City, this 19th day of Jan., 1914.

ORDER No. 785.

Cause No. 1891.

City of Duncan, by R. W. Cline, Mayor,
Complainant,

v.

Big Horizon Oil & Gas Company and successors,
Defendants.

Asking for adjustment of rates.

APPEARANCES:

For the Complainant: R. W. Cline, Mayor,

For the Defendant: John H. Kane, Attorney.

OPINION AND ORDER.

By the Commission:

The complaint in this case was filed by the City of Duncan by R. W. Cline, Mayor, and alleges in substance that the defendant, the Big Horizon Oil & Gas Company and its successors, the Western Oklahoma Gas & Fuel Company, is selling gas at an exorbitant rate and at a greater price than they agreed to sell the same by contract with the citizens of Duncan, and prays that the Commission may require the defendants to sell gas at the price agreed upon in their contract.

The defendants' answer in substance in this case is to the effect that the distributing plant in Duncan is operated in conjunction with the

Southwestern Oklahoma Gas & Fuel Company, who own the transportation system from the fields, some fifteen miles or more east of Duncan, and operate also in conjunction with the Washita Gas & Fuel Company, who own the gas fields and produce the gas. They state that none of these companies have earned any profit over and above the regular operating expenses. They claim a cash investment of about \$300,000; that the total consumers have not been in excess of 600 and the total income about \$18,000 per year.

It is shown from the evidence in this case that at the time the gas was discovered in the Stephens County gas field the City of Duncan granted a franchise to two different companies to distribute gas in the town. The Big Horizon Oil and Gas Company, prior to the installation of the distributing plant by either company, made a contract with the majority of the users of gas in Duncan to furnish them gas for a period of three years at 25 cents per thousand net; that upon the signing of these contracts as above stated, the second gas company did not utilize its franchise. Hence, by the methods used the Big Horizon Oil & Gas Company in securing these contracts to furnish gas for a period of three years for 25 cents per thousand net, eliminated all possibility of competition in the City of Duncan.

A gas distributing plant is of such character that only one in a town is desirable. However, the methods used in this case to eliminate possibility of competing gas companies presents an equitable proposition to the Commission, which it should not overlook. The jurisdiction of the Commission to establish a reasonable rate for gas does not depend upon contracts made by the parties, yet, all the circumstances in this case and the conditions which brought about the arrangements at Duncan, should be considered in connection with all the other evidence in this case. After these contracts were signed the Big Horizon Oil and Gas Company sold its properties to the Western Oklahoma Gas and Fuel Company. This second company presented a contract to the gas users, which they were required to sign, providing that gas would be furnished at the published rates. Each consumer was required to sign this contract before gas would be furnished. The new company is now charging 35 cents per thousand cubic feet net for the first four thousand feet, with a minimum charge of \$1.00. If a subscriber uses more than four thousand cubic feet 25 cents per thousand is added to the original bill for four thousand. That is, the subscriber is charged \$1.40 for four thousand cubic feet and he would be charged \$1.65 net for five thousand.

It is contended that the producing company has \$300,000 invested at Duncan, Marlow and the entire field with a view of furnishing gas to all the citizens in that vicinity, including Lawton, Chickasha, Marlow

and Duncan and possibly some of the smaller towns intermediate. Their contention that their returns at Duncan should be sufficient to pay for the entire investment for a plant of the magnitude described in the evidence is not tenable, notwithstanding the defendant insists that it is inadvisable at this time to continue the plant to Lawton and the other points until the stability of the field is more definitely ascertained. When this company purchased the plant at Duncan it was aware of the previous arrangements made by its predecessors.

It has long been the custom even in the establishment of public service utilities for those representing the initial company to even secure right of way and franchise by certain understandings and agreements whereby the public is led to believe that a certain thing will be done. Upon the completion of the utility it is sold to some original company that has possibly organized the first company for the purpose of building the plant. The second company ignores all former arrangements, understandings or agreements which led the public to do what it did in furtherance of the project.

This will be notice to all public utility purchasers in this state that before purchasing the same they had better look into the prior equitable arrangements entered into by the property they are purchasing. This Commission will enforce, as near as may be, any reasonable arrangements entered into between the original parties establishing the plant and the people, even in the hands of the successors.

It is, therefore, ordered that the defendant, the Western Oklahoma Gas and Fuel Company, furnish to the citizens of the town of Duncan gas for domestic consumption at 25 cents per thousand cubic feet net. That is, the gas may be billed at 30 cents per thousand cubic feet and if paid on or before the 10th day of the month following the month in which the gas was used, 25 cents shall be charged, otherwise 30 cents. A minimum of \$1.00 per month may be charged until such time as the Commission establishes a minimum charge for natural gas distributing utilities, which is now being considered in the case at Oklahoma City, and the opinion in that case will be applied to other gas properties according to the conditions and circumstances of each locality. In other words, the principles underlying that case may be applied in all similar cases.

This order shall become effective on or before the first day of February, 1914, and the February bills shall be made out according to this order.

CORPORATION COMMISSION,

A. P. Watson, Commissioner.

Geo. A. Henshaw, Commissioner.

Attest:

J. H. Hyde, Secretary.

Dated at Oklahoma City, this 26th day of January, 1914.

I do not concur in the minimum gas rate but will sign this order in order to give the people of Duncan some relief at present.

A. P. Watson, Commissioner.

ORDER No. 786.

Cause No. 1839.

City of Collinsville,

Complainant,

v.

Collinsville Gas Company,

Defendant.

OPINION AND ORDER.

By the Commission:

There were four separate complaints filed in this case at the same time between the same parties, which will be considered by the Commission as different counts in one complaint.

1. It is alleged that the ordinance provides that the defendant shall furnish the City of Collinsville gas free for the City Hall and the public school buildings, and prays that the Commission may require compliance with the franchise.

2. That defendant is requiring consumers to pay to the said company the cost of tapping their mains and laying service pipes to the curb line of the street and prays that the defendant shall not require the consumers to pay for service pipes up to the curb line of the street.

3. That the defendant does not supply an adequate amount of gas, and ask that the defendant be required to furnish a sufficient amount of gas to supply the demand.

4. That the defendant requires a deposit and only pays 4 per cent. interest thereon; that the defendant gives no guarantee to the public that these deposits will be refunded and prays that the defendant be required to pay more than 4 per cent. interest on meter deposits and that he make indemnity bond providing for the return of the deposits.

5. That the defendant does not furnish gas in all additions to the City of Collinsville and pray that it be required to do so.

The different counts will be considered in the order above set forth.

I.

A city may provide in its franchise that the owners of public utility occupying the streets shall pay a certain per cent. on their receipts, or a certain amount per year or render service which will inure to the benefit of the public at large. In the case of *Oklahoma City v. Oklahoma Railway Company*, Volume 20, page 1, Justice Williams held: "Municipalities are not prohibited by the provisions of Section 13, Article IX of the Constitution from granting franchises for street railways with conditions contained therein for the carrying of policemen, firemen, United States mail carriers, and children under a certain age free, and for the furnishing of transportation to school children at a reduced fare, and when accepted by the grantee in the franchise are valid."

The above states the general rule of law and when conditions are contained in a franchise to perform certain services and the franchise is accepted by the grantee, it is valid. Section 18 of the franchise, which franchise was duly accepted by the defendant, provides: "That in consideration of the right, privileges and immunities herein granted and contained, said grantees shall at all times during the grant hereof furnish and provide free of expense to the said town of Collinsville, natural gas in sufficient quantities for lighting and heating all schools and municipal buildings in said town," etc.

Under the terms of the above franchise, it is the duty of the defendant to furnish gas for lighting and heating all schools and municipal buildings in the city of Collinsville free of charge. An order will issue accordingly.

II.

Complainant complains of a charge of \$4.00 for tapping mains and running service pipe to the curb. Section 10 of the Ordinance provides in part, "said grantees shall at their own proper expense furnish and lay all necessary pipe to convey the gas from the nearest gas main to the curb line of the premises to be supplied with gas, provided, however, that such expense shall not be borne by grantees when the premises to be so supplied are more than 200 feet from the nearest gas main, and provided further than a fee of \$4.00 may be charged each consumer for tapping said main and furnishing the premises of said consumer with gas hereunder."

The City Council of Collinsville at the time this franchise was granted had no authority to fix rates or to fix the liability of the individual consumer of gas. They had no authority under the law at that time to fix a rate for gas or what amount should be charged a particular

consumer for the tapping of the pipe line. The usual rule throughout the state is that the gas company bear all the expense of putting the service line to the curb, and any additional expense is borne by the property owner. In other words, all that part of the pipe from the curb line that is on the premises of the consumer is usually borne by the consumer. We believe that is a reasonable and fair regulation and should be followed by the defendant at Collinsville.

III.

It was conceded at the hearing that the defendant had not been furnishing a sufficient amount of gas to supply the demands. It was also represented by the defendant that sufficient amount of gas had been found to supply the demand and that he could do so in the future more successfully than he had in the past. An order will be made accordingly.

IV.

It is the custom throughout the country for gas companies to require deposits for the purpose of guaranteeing the payment of the gas consumed for one month. The customary deposit for domestic consumption is \$5.00. These deposits are usually worth to the owner of the franchise in interest what some bank will pay him for the use of the money, on time deposit, which is usually from three to six per cent. We think the interest should be not less than five per cent per annum.

V.

As to whether it would be reasonable for the gas company to furnish gas to sparsely settled outlying districts or additions of a town, depends upon the particular facts and circumstances in each case, and no order will be made without a special hearing affecting each locality.

Commissioner Watson heard this case and wrote an order dealing with one phase of it, but the following order will be supplemental to the order heretofore issued (No. 756) and shall repeal all other orders or parts of orders in conflict herewith.

It is therefore ordered that the defendant, the Collinsville Gas Company, successor to Robert L. Henry Gas Company, shall furnish gas for lighting and heating all public school buildings and municipal buildings in the city of Collinsville without charge during the life of the franchise; that the defendant shall lay all service pipes to the curb line of the street without any charge to the consumer for tapping main; that the defendant shall furnish an adequate supply of gas, and if from any cause an adequate supply cannot be furnished, domestic consumption shall have the preference and manufacturing industries may be shut off if necessary to supply the domestic consumers. This

will not apply to the Collinsville Water and Light Company unless they shall have had reasonable notice to secure other fuel. That the defendant may require a deposit for domestic consumption of not to exceed \$5.00 and for hotels and restaurants \$10.00, upon which deposits it shall pay not less than (5) per cent. interest per annum.

This order shall be in full force and effect on and after the 10th day of February, 1914.

Oklahoma City, January 31, 1914.

ORDER No. 787.

In the matter of the application of the Wichita Falls & Northwestern Railway Company to re-establish the three cent passenger rate:

ORDER.

The period of time having expired by which it was understood between the Commission and the Wichita Falls & Northwestern Railway Company that it should charge the two-cent passenger rate on its line for a test period, and the passenger earnings of the company not being sufficient to pay that proportional part of the expenses which should be borne by the passenger service and the proper maintenance of the property, the order requiring the Wichita Falls & Northwestern Railway Company to charge the two-cent passenger fare is hereby set aside and the order heretofore made by the Commission exempting that company from the operation of the two-cent law is re-instated.

Dated at Oklahoma City, Okla., this 20th day of February, 1914.

ORDER No. 788.

Proposed Order No. 40.

Order No. 203.

In re Proposed Order No. 40, Prescribing Rates, Rules and Regulations covering handling and movement of shipments by Express between points in the State of Oklahoma.

To the American Express Company, United States Express Company, and Wells Fargo & Company Express:

This Commission's Order No. 203 having been appealed to the

Supreme Court of the State of Oklahoma, and affirmed by that court, it is hereby ordered that the rates, as affirmed by the Supreme Court shall be effective not later than the 4th day of March, 1914;

And the defendants, the American Express Company, The United States Express Company and Wells Fargo & Company Express, are hereby ordered to publish tariffs, and put the rates as affirmed by the Supreme Court into effect on or before the 4th day of March, 1914.

In witness whereof, we have hereunto set our hands and affixed the seal of the Corporation Commission, this the 21st day of February, 1914.

ORDER No. 769.

Cause No. 1969.

In re weighing of cars brought into Clinton by the Clinton & Oklahoma Western and delivered to industries at Clinton by the St. Louis & San Francisco Railroad Company.

The Clinton & Oklahoma Western Railway has no track scales at Clinton. Coal destined to Clinton by way of Clinton & Oklahoma Western and delivered to the industries located on the tracks of the "Frisco" should be weighed in Clinton and if weighed with the present facilities of the two roads, it must be weighed by the "Frisco" Railroad.

The "Frisco" claims it should have \$1.00 in addition to the switching charge for this extra service of weighing the coal. The Clinton & Oklahoma Western insists that 50 cents is a reasonable charge for the extra service. It is claimed by the "Frisco" that the weighing of the coal requires an extra switch, while the Clinton & Oklahoma Western insists that the weighing can be done without an extra switch. Whether an extra switch is necessary may depend upon the congested condition of the "Frisco" yards at Clinton. To make an extra switch and weigh the coal would require from five to eight minutes. If the coal is weighed without an extra switch it would require from two to three minutes. The time of a switch engine crew, the coal, oil, fuel and repairs to the engine could not exceed 6 cents per minute while in service. Hence, allowing the maximum amount of eight minutes for making the extra switch, on an average, would be 48 cents actual cost to the "Frisco", while we think the average time in weighing a car of coal under the conditions at Clinton would not exceed five minutes, that is assuming that some of the cars would be weighed without extra switch and it may be necessary to make an extra switch for others. We therefore conclude that under the circumstances an extra charge of 50 cents would be reasonable.

It is therefore ordered that the St. Louis & San Francisco Railroad Company, its receivers, James W. Lusk, W. C. Nixon, W. B. Biddle, weigh all coal delivered to it by the Clinton & Oklahoma Western to be delivered to industries located on the "Frisco" tracks at Clinton for 50 cents per car, which shall be in addition to the regular switching charge.

This order shall be in full force and effect on and after the 5th day of March, 1914.

Oklahoma City, February 24, 1914.

ORDER No. 790.

Cause No. 1068.

In re amount of license tax to be assessed against the Prairie Oil & Gas Company.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission :

This case was set for hearing before the Commission October 18, 1910. At this hearing, briefs were filed by counsel for the Prairie Oil & Gas Company and on behalf of the State by the Attorney General.

The Prairie Oil & Gas Company has been filing a report with the Commission each year, paying an annual license tax for the year, 1910, \$591.00; for the year 1911, \$1,478.83; for the year 1912, \$958.95; for the year 1913, \$1,201.97.

We will not give the various statements, but will use the last one as an example of all. It is shown by this report that the Prairie Oil and Gas Company has \$20,000,000.00 authorized capital, \$18,000,000.00 of which capital has been paid in. There are outstanding debts amounting to \$10,395,425.26; that they have invested in Oklahoma \$36,698,649.37 for the purpose of carrying on the business in this state, and \$27,435,085.38 invested outside of the State of Oklahoma; that of the amount invested in Oklahoma there is \$8,934,145.23 invested in leases and equipment for the production of oil; that there is \$3,451,606.86 invested in iron tankage for the storage of oil for interstate transportation; that the sum of \$20,029,230.83 is invested in crude oil, which oil is temporarily stored in iron tanks for interstate transportation; that \$4,283,565.45 is invested in pipe lines and equipment used and employed in the conveyance and transportation of its oils in interstate commerce to points without the State of Oklahoma.

The defendant claims exemption on the above amounts for the following reasons:

First: That the law is unconstitutional in discriminating between domestic and foreign corporations; that the respondent is a foreign corporation.

Second: That it should not be required to pay a license tax on pipe lines or equipment including tankage or on the oil stored in the tanks because the pipe lines are used for the purpose of transporting said oil interstate.

Third: That it should be exempt on that proportion of its capital stock invested in oil leases and the equipment thereon for the purpose of producing oil because it pays a gross production tax on the oil produced.

The statute under which the Commission is authorized to collect a corporation tax provides in substance, that a foreign corporation shall pay \$1.00 per thousand on that proportional part of its capital stock used in the transaction of its business within the State of Oklahoma. It provides that domestic corporations shall pay 50 cents per thousand on the total authorized capital, regardless of whether or not the same is paid up. The law does not discriminate. The domestic corporation must pay 50 cents per thousand on its authorized capital regardless of the amount of the authorized capital used in its business in Oklahoma. The domestic corporation may be taxed by other states on the same basis as the foreign corporation is in Oklahoma. It would be unjust to tax a foreign corporation in Oklahoma 50 cents a thousand on authorized capital, when as a general rule only a small proportion of its capital is used in Oklahoma, and the major portion thereof is used in the State where it is organized, or in other states. Hence the law does not unduly discriminate as between domestic and foreign corporations.

If the law imposed a burden upon interstate commerce it would be unconstitutional and void. This law has nothing to do with the property in the possession of the respondent. It is immaterial whether it is for state or interstate transportation as to the application of this law. This law deals with the right to purchase oil in the state. The license tax is for the purpose of giving the defendant the right to make a contract to purchase oil,—that is, do business in the state. The transporting of oil from the state to Kansas is not doing business in the state as contemplated by this law, but the purchase of that oil within the state is doing business in the state. Hence the respondent should pay a license tax on that part of its authorized capital used in the purchase of oil within the State of Oklahoma.

The Attorney General has held that a domestic corporation organized for the purpose of producing oil should pay 50 cents per thousand on its authorized capital until such time as it actually produces oil upon which a gross revenue tax should be paid.

If the opinion of the Attorney General is the law, it would necessarily follow that license tax should be paid on that proportion of the authorized capital of a foreign corporation invested in leases upon which no oil is produced and no gross revenue tax is paid. However, the Commission is of the opinion that all moneys invested in leases or properties for the purpose of producing oil are in fact exempt under the law. We hope this question will be submitted to a court for final adjudication.

Hence the Prairie Oil & Gas Company should pay an annual license tax on that proportion of its capital invested in Oklahoma for the purchase of crude oil, and all other transactions and investments except such transactions and investments as pertain to leases and the production of crude oil and the actual transportation of the commodities.

A foreign corporation may have a manufacturing establishment in Oklahoma and be at an expense of many thousands in the transaction of its business. The license tax, however, would be based upon the business done,—that is, the products bought or sold within the state and the property actually used in connection with the business and purchase or sale of such commodities. On that proportion of the authorized capital of a foreign corporation invested in the state, as above described, a license tax must be assessed.

The reports for the years above mentioned are not sufficiently specific for the Commission to make a finding as to the exact amounts due without further information.

It is therefore, ordered that this case shall be set for hearing on March 9th, 1914, and the respondent, the Prairie Oil & Gas Company, shall appear and explain in detail the investment of its capital within the State of Oklahoma upon the bases above outlined for the years 1910, 1911, 1912 and 1913; that the Attorney General shall be notified of this hearing.

Oklahoma City, February 25th, 1914.

ORDER No. 791.

Complaint No. 610.

In the matter of the application of the St. Louis and San Francisco

Railroad Company, its receivers James W. Lusk, W. C. Nixon, W. B. Biddle, to set aside Order No. 346, requiring passenger trains No. 3 and 4 to stop at Eubanks.

At the time Order No. 346 was issued requiring trains No. 3 and 4 to stop at Eubanks the town of Eubanks was a lumber and milling point. The saw mill has since closed down and the conditions are materially different.

It is hereby ordered that Order No. 346 be set aside and annulled.

Dated at Oklahoma City, Okla., this 26th day of Feb., 1914.

ORDER No. 792.

Cause No. 1809.

S. M. Fouts, Ponca City,

Complainant,

v.

Kay County Gas Company,

Defendant.

OPINION AND ORDER.

There were several complaints filed in this case, involving the rates on gas at the towns of Newkirk, Tonkawa and intermediate consumers along the line. The price charged for gas at Newkirk was thirty cents per thousand cubic feet, with three cents per thousand cubic feet discount if paid by the 10th of the following month, with a minimum charge of \$1.00 per month.

This is comparatively a new gas field and the expenditures for installing distributing plants within a city involve a large outlay of money. It is insisted that the rate for gas at Ponca City is twenty cents per thousand cubic feet. This rate, we understand, was put in as a result of a contract in the franchise between the city of Ponca City and the Gas Company. If so, this rate will not be disturbed by the Commission at this time.

The prevailing rates throughout Oklahoma where the gas is piped a distance of more than one hundred miles is, for domestic consumption, twenty-five cents per thousand cubic feet net.

The defendant in this case should not charge an amount to exceed thirty cents per thousand cubic feet, and, if paid by the 10th of the month following, twenty-five cents per thousand cubic feet for domestic consumption, and for manufacturing and industrial consumption the

same rate shall apply at Newkirk and Tonkawa as now charged at Ponca City. This rate shall apply at Newkirk, Tonkawa and all consumers along the line, until such time as the durability of this gas field is more definitely proven. Should the gas give out within the next year the utilities established for its distribution would practically be a total loss.

The minimum as now charged may be maintained until such time as the Commission determines what a fair minimum rate is in the case now before it at Oklahoma City.

It is, therefore, ordered that the defendant, the Kay County Gas Company, its successors and assigns, shall charge a rate of thirty cents per thousand cubic feet for domestic consumption to all consumers in Newkirk and Tonkawa and along its pipe line; provided that if the same is paid by the 10th day of the month following the month in which the gas is consumed, twenty-five cents per thousand cubic feet shall be charged; that the present minimum charge shall remain in force until such time as the Commission shall determine what a reasonable minimum charge shall be in the case now pending before it at Oklahoma City.

It is further ordered that the rate for industrial and manufacturing consumption at Newkirk and Tonkawa shall be the same as now charged at Ponca City.

It is further ordered that the bills shall be made out March first on the above rates.

Dated at Oklahoma City, Okla., this 27th day of February, 1914.

Modified by Journal entry of March 2, 1914.

ORDER No. 793.

Cause No. 1889.

City of Okmulgee,

Complainant,

v.

Okmulgee Gas Company,

Defendant.

APPEARANCES:

For the Complainant: Harlan Reed, R. T. Potter, F. F. Lamb;

For the Defendant: Belford & Hiatt; Sherman, Veasey & O'Meara.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

Complaint in this case alleges in substance that the rates now

charged for gas consumption by the defendant at Okmulgee are excessive; that Okmulgee is in the midst of the gas producing territory; that the meters register the amount used incorrectly because of the different pressure of gas in the pipes during the day.

The defendant answers, denying the material allegations in the complaint and insists that it is frequently required to change its pipes from wells which become exhausted within a short time to other wells.

The evidence shows that Okmulgee is situated in what is claimed one of the best territories for gas in the State of Oklahoma and that Okmulgee County produces more gas than any other county in Oklahoma; that there are large wells capped within three and one-half or four miles of Okmulgee on one side and that there are other gas wells on the other side that provide large quantities of gas. The defendant company secures its gas from the Alko Oil & Gas Company, which is owned by the same parties that own the Okmulgee Gas Company and they claim that it cost quite a good deal to pipe this gas from the Alko Oil & Gas Company to Okmulgee, which is some twelve or thirteen miles from Okmulgee. The complainants claim they could get their gas much closer and save the expense of piping twelve or thirteen miles when there are large wells capped within three and one half or four miles of Okmulgee.

The defendant company claims that it paid \$235,000.00 for the Okmulgee plants and other pipe lines and connections, wells, field lines and leases containing practically about 4,000 acres and in what is the Morris gas plant.

The evidence further shows that the local plant in Okmulgee is practically worth about \$150,000, which includes the pipe lines and everything connected with it. Of course, this plant has been in existence quite awhile and to count off depreciation would reduce it to some extent. The evidence also shows that the manager of the Okmulgee Gas Company has been using abusive language to his customers at times that will not be tolerated by the Commission in any one in a public service business.

The citizens of Okmulgee contend that being in the midst of gas fields they are paying entirely too much for the gas they are consuming also they claim they are paying too much deposit for meters and that the minimum rate is excessive.

The evidence shows that gas has been offered the defendant company in immense quantities sufficient for all purposes in Okmulgee within three and one half to six miles of Okmulgee but the defendant company owned wells and pipe lines and leases at a greater distance

through which and from which they could get their own gas possibly cheaper than they could afford to buy the same from other parties. They preferred to get their gas from their own wells at a greater distance from Okmulgee than to take it from other parties much nearer by.

There are cities that are being supplied with gas at 20 cents per thousand feet for domestic purposes where the gas is piped a much greater distance. We believe from the evidence introduced that 20 cents a thousand feet for domestic purposes would be a reasonable price for the people of Okmulgee to pay and that a deposit for resident gas consumers should not exceed \$5.00, and \$10.00 for restaurants or hotels and that the Okmulgee Gas Company should pay interest annually on these deposits at five per cent per annum.

The Gas Company should investigate all complaints as to incorrect meters and immediately correct and adjust all inaccurate meters without delay.

An order will be made prescribing the gas rates in Okmulgee. However, the case may be reopened at any time in the event conditions change or the rates herein established should prove inadequate to pay a reasonable return upon the value of the property used for the public.

It is therefore ordered that the Okmulgee Gas Company furnish the citizens of Okmulgee with an adequate supply of gas at all times and collect for such gas for domestic purposes 20 cents a thousand cubic feet; for manufacturing purposes from 0 to 100,000 feet 13 cents per thousand; 100,000 to 400,000 feet 12½ cents per thousand; from 400,000 to 1,000,000 feet 10 cents per thousand; from 1,000,000 to 2,000,000 cubic feet 8 cents per thousand; from 2,000,000 to 4,000,000, 7 cents per thousand; from 4,000,000 to 8,000,000, 6 cents per thousand; from 8,000,000 to 15,000,000, 5 cents per thousand; from 15,000,000 to 30,000,000 4 cents per thousand; and that all parties shall be required to pay only for the gas they use.

It is also ordered that the Okmulgee Gas Company shall dismiss from its employ any manager or employee who uses impolite or abusive language to any customer in the transaction of its business. This order will be in full force and effect on and after March 10, 1914.

Oklahoma City, February 27, 1914.

ORDER No. 794.

Cause No. 1824.

G. W. Webster, *et al.*, Broken Arrow,
Complainants.

v.

Missouri, Kansas & Texas Railway Company,
Defendant.

Additional train service.

APPEARANCES:

For Complainants: J. S. Severson;

For Defendant: W. R. Allen.

OPINION AND ORDER.

By the Commission:

Petition was filed herein by the citizens of the town of Broken Arrow, praying for extension of service of trains Nos. 31 and 32, between Tulsa and Broken Arrow; said trains now being operated on the line of the defendant, the Missouri, Kansas & Texas Railway Company, between the towns of Tulsa and Cushing.

The evidence shows that trains Nos. 31 and 32 were put in service at the request of numerous oil men who travel between Tulsa and Cushing soon after the development of an extensive oil production in the Cushing field, and that such service is only a temporary or experimental proposition.

The town of Broken Arrow is located in Tulsa County about fifteen miles east of the city of Tulsa, which is the county seat. Passenger train service now in effect in and out of Broken Arrow and between Broken Arrow and Tulsa, as shown by the evidence is as follows: Westbound No. 12 arrives at Broken Arrow 10:50 A. M., and at Tulsa at 11:27 A. M.; No. 14 arrives at Broken Arrow 12:36 A. M. and at Tulsa at 1:15 A. M. The local freight, which carries passengers, is scheduled at 11:50 A. M. and usually passes through the town at about 1 o'clock P. M. Eastbound, No. 11 leaves Tulsa at 4:38 A. M. arrives at Broken Arrow 5:17 A. M. Afternoon train, No. 13 leaves Tulsa at 4:35 P. M., and arrives at Broken Arrow at 5:10 P. M. The local freight leaves Tulsa at 10:10 A. M. and is scheduled to arrive at Broken Arrow 11:50 A. M.

The evidence shows that the train service between Broken Arrow and Tulsa is not satisfactory to the people of Broken Arrow and that

the trains operated between such points by defendant do not afford them convenient passenger train service to and from the county seat; that many jurors and witnesses are compelled to attend court at Tulsa where there are held four sessions annually of the district court and where the Superior and county courts are in session almost continually and where there are held two sessions annually of the United States District Court for the Eastern District of Oklahoma.

Again, it is shown by the evidence that a great deal of shopping by people residing in and adjacent to Broken Arrow is done in Tulsa and that the train service is not convenient for them; that the Haskell District Agricultural and Mechanical College is also located at Broken Arrow and that a great many students would travel on trans Nos. 31 and 32 if operated into Broken Arrow.

Trains Nos. 31 and 32 are run east of Tulsa eight miles to Alsuma to reach the wye where the train is turned. No. 31, after being turned at Alsuma in the evening, returns to Tulsa as No. 32 and its crew lays over for the night, leaving Tulsa at 6:30 A. M. No. 31 arrives in Tulsa at 8:10 P. M., and if it were run on into Broken Arrow, would arrive there at approximately 8:40 P. M.

It is shown by the evidence that if the extension of the service were made into Broken Arrow, it would be necessary to back the train six miles from Broken Arrow to Alsuma in order to reach the wye for turning, and that the operating officials of the defendant company do not regard the backing of a train for any considerable distance a safe method of operation even in the day time, and that it is especially hazardous at night.

It is not the policy of the Commission to require the operation of passenger trains in back up movement as it is regarded as a method very dangerous to both property and public safety, due to the fact that such operation greatly increases the liability of derailment, and while the schedule of trains operated between Broken Arrow and Tulsa is not altogether convenient for the citizens of Broken Arrow going to and returning from Tulsa, our Supreme Court has held that two passenger trains each way per day afford adequate service to the public. The schedules of trains Nos. 11, 12, 13 and 14 are made up for through service between Muskogee and Oklahoma City and for connections with the main line at Muskogee, and such schedules could possibly not be altered in such a manner as would not interfere with the connections and afford the through passengers between Muskogee and Oklahoma City the service which they now receive.

It is, therefore, the opinion of the Commission that trains Nos. 31

and 32 should not at this time be required to operate into Broken Arrow, and not until such time as the traffic may warrant the operation of such trains into Muskogee. The petition herein is dismissed without prejudice.

Oklahoma City, February 27, 1914.

ORDER No. 795.

Cause No. 1962.

Citizens of Nowata,

Complainants.

v.

The Citizens Gas Company,

Defendant.

APPEARANCES:

For the Complainants: Geo. B. Schwabe, Mayor and C. W. Mason,
City Attorney.

For the Defendant: A. C. Huff, and Eugene B. Lawson, Attorneys.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The citizens of Nowata filed complaint against the Citizens Gas Company, alleging that it failed to furnish them with an adequate supply of gas. The defendant gas company at the hearing admitted that the allegations in the complaint were true and stated that the Henry Oil Company was not furnishing it sufficient gas to supply the demands when the weather was cold; that the Citizens Gas Company had a contract with the Henry Oil Company but it was not complying with the terms of the contract.

The people of Nowata should not suffer for want of gas on account of disagreement between the Citizens Gas Company and the Henry Oil Company. The Citizens Gas Company has a franchise in which it agrees to furnish the people of Nowata with an adequate supply of gas and it must do so.

It is hereby ordered by the Corporation Commission that the Citizens Gas Company of Nowata, Oklahoma, shall supply the citizens of Nowata with an adequate supply of gas at all times.

This order to be in full force and effect on and after March 10th, 1914.

Oklahoma City, Feb. 27, 1914.

ORDER No. 796.

Cause No. 1981.

J. G. Schneider,

Complainant,

v.

John B. Bohlen,

Defendant.

OPINION AND ORDER.

This is a case submitted upon an agreed statement of facts, which in substance is as follows:

The complainant is a stockholder and part owner in a rural telephone line which extends from the town limits of Bessie to the country; that the complainant owns his telephone and was attached to this rural or farmers' line prior to the establishment of an exchange at Bessie; the complainant insists that he should pay the regular twenty-five (25) cents switching fees as is charged the rural subscribers; the defendant insists that he should pay the regular residence subscriber's price in the town of Bessie, less twenty-five (25) cents for the use of his phones.

The Commission has passed upon this question several times. In the case of George Carlisle of Maramec, vs. Quay Rural Telephone Company, page 329 Commission's Annual Report 1909-10, the complainant, who resided in a town where there was a commercial exchange operated, insisted that he had a right to connect his telephone to a rural line coming into the switchboard within the town. The defendant refused this request and the complainant constructed a line from his place of business beyond the corporate limits and connected it with the rural line. The service of the rural line was discontinued and the complaint was filed. The Commission said:

"Rural service is maintained and switches at an exchange, at a nominal price, largely for the benefit of the subscribers, business men and doctors in the town limits and if the exchange subscribers were permitted to run their lines without the city limits and connect with rural lines this would reduce the exchange to a rural service proposition and would destroy the efficiency of the exchange.

"If, under the franchise granted to the defendant or reasonable rules and regulations prescribed by the defendant, the subscribers within the city limits could not connect with rural lines, then the running of a line from a residence or business house to the outside of the city limits and there connecting with the rural line would not change the status, and the subscriber would have no more right to connect in

this way than directly within the city. It cannot be insisted that it is a discrimination to allow the farmers to run a line to a switchboard containing a number of rural subscribers and not allow people living within a certain distance of the exchange to connect with this line. The circumstances are different. The rural line is operated with several subscribers, and performs a different class of service and serves a different purpose to a greater extent than the operation of an exchange in town."

The complaint in that case was dismissed.

The agreed statement of facts brings the case under consideration under the rule above laid down. That is, that where a party has a franchise and establishes a regular telephone exchange in a town he cannot be required to give to subscribers living within the town rural switching rates. If so, ten different business men or residents could combine and run a line to the switchboard and demand service for twenty-five (25) cents each. It would be immaterial whether a rural line extended beyond the limits of the city or ten or twenty people within the city attached themselves to one of their own lines and demanded switching service at the above rates. This rule could not be established.

The complainant in this case should pay the regular resident subscriber's rate in the town of Bessie, less such reasonable amount, as may be agreed upon, for the use of his phone.

Dated at Oklahoma City, Okla., this 27th day of February, 1914.

ORDER No. 797.

Cause No. 1373.

State of Oklahoma, *ex rel.*, Charles West, Attorney General,

v.

The Atchison, Topeka & Santa Fe Railway Company.

Asking for viaduct at Guthrie.

To the Atchison, Topeka & Santa Fe Railway Company:

This Commission's Order No. 569 having been appealed to the Supreme Court of the State of Oklahoma and affirmed by that court, it is hereby ordered that the provisions of said Order No. 569 as affirmed by the Supreme Court shall be effective and complied with by the defendant as follows:

Plans and specifications for a viaduct to be located on either Noble, Cleveland or Oklahoma Avenue, in the City of Guthrie, shall be prepared and filed in the office of the Corporation Commission, for ap-

proval, on or before the 10th day of April, 1914, and said viaduct shall be constructed and completed ready for use on or before October 20th, 1914.

In Witness Whereof, we have hereunto set our hands and affixed the seal of the Corporation Commission this the 10th day of March, 1914.

ORDER No. 798.

Cause No. 1932.

H. L. Jamieson, Pres't., Board of Education, Cushing,
Complainant,

v.

Cushing Gas Company,

Defendant.

OPINION AND ORDER.

The complaint in this case asks that the defendant be required to furnish gas to the public schools of Cushing at the manufacturers' rate.

There are two school buildings to be supplied by two separate meters. The combined reading of the two meters would entitle the public schools to the manufacturers' price, which would be ten (10) cents per thousand cubic feet.

The defendant insists that the meters should be read separately and that the school buildings should be placed on the domestic rate of twenty-five (25) cents per thousand cubic feet.

In many franchises it is provided that a gas, electric or telephone company shall furnish gas and current or telephone service, as the case may be, to all municipal buildings. A few franchises have required companies to furnish gas to public school buildings. Upon examining the franchise in this case we find that nothing of that kind has been done. Had those provisions appeared in the original franchise it would have been binding on the defendant.

The question before the Commission is whether or not the school buildings should be put on the manufacturers' scale. The Commission has held heretofore in several cases that the readings of two separate meters could not be consolidated. If so, a person owning a number of business houses and residences throughout a city could combine the various readings of the meters and defeat the established rate, or, private individuals or people in a city block may make a contract to furnish all of the buildings in the block in the name of one individual and by combining the readings of the meters could defeat the rate.

This question has been considered by other Commissions and courts, all arriving at the same conclusion. A manufacturing rate is established in a city as an inducement to bring industries to the town and help build up the community in general and as a secondary service, that is, if the gas should become low at any period, the gas for manufacturing industries must be shut off, if it be necessary to supply domestic consumers. It would therefore follow that, if school buildings and hotels were placed on the manufacturers' schedule, while gas was temporarily shut off from manufacturers it would have to be shut off from the hotels and school buildings.

Another reason that school buildings should not be on the manufacturers' schedule is that schools only use gas in the winter time when the gas plant is usually taxed to its maximum capacity, while manufacturing plants use gas constantly throughout the summer season and thereby keep the plant employed at a time when no gas except for cooking purposes would be used.

Inasmuch as the franchise in this case does not provide for any service to be performed by the gas company to the city for the use and occupancy of the streets, and for further reason that Cushing is virtually within the gas field and there is no great loss in piping gas to the city, a flat rate, regardless of the amount used, of fifteen (15) cents per thousand cubic feet will be ordered.

It is, therefore, ordered that the defendant, the Cushing Gas Company, shall furnish gas to the school buildings in the school district in which the city of Cushing is located at the rate of fifteen (15) cents per thousand cubic feet, regardless of the amount used.

It is further ordered that the Creek County Gas Company shall furnish gas to the Cushing Gas Company for use in public schools in the school district in which the city of Cushing is located at not to exceed sixty (60) per cent of the above price, or nine (9) cents per thousand cubic feet.

Effective on and after March 25th, 1914.

Dated at Oklahoma City, Okla., this 27th day of Feb., 1914.

ORDER No. 799.

TO THE

Atchison, Topeka & Santa Fe Railway Company;
Gulf, Colorado & Santa Fe Railway Company;
Chicago, Rock Island & Pacific Railway Company;
Kansas City Southern Railway Company.

You are hereby ordered to file special reports herein described as provided in agreement pertaining to Order No. 265 (general office order), to-wit:

"TO CARRIERS: Carriers will compile special report No. 2 from the actual tickets or station (and conductor or auditor's) reports.

Reports for each month, July to December, 1912, and 1913, both inclusive, are required.

Carriers will furnish their own forms, using special report No. 2 as a sample form, and will insert the names of each station.

Half fare passengers will be so reported, i. e., the report of the number of passengers traveling between two stations, will show as follows:— $\frac{1}{2}$ —. For example, if the number of half fare passengers traveling between Oklahoma City and Guthrie for a given month was 50, and the number of full fare passengers between the same points, for the same months, was 100, the block under Guthrie, and opposite Oklahoma City, would properly show:

50- $\frac{1}{2}$
100

Carriers will compile special report No. 3 from actual tickets or station (and conductor or auditor's) reports.

Carriers will furnish their own forms, using special report No. 3 as a sample form, and will insert the names of each station.

The actual amount of revenue collected for travel between stations shall be shown. For example: if the revenue from ticket sales at Oklahoma City and Guthrie, for tickets covering journeys between such points during a given month was \$500.00, and the amount collected on trains by conductors or auditors for the same journey was \$100.00, then under the Guthrie Column, and opposite the "Oklahoma City" block, the amount \$600.00 should be inserted.

The carriers are required to keep the reports from which reports 2 and 3 are compiled, in such a manner as will permit of prompt verification by the Commission."

The information described in the foregoing shall be furnished on or before April 3, 1914.

Oklahoma City, Oklahoma, March 19, 1914.

ORDER No. 800.

TO THE

St. Louis & San Francisco Railroad, its receivers, James W. Lusk,
W. C. Nixon and W. B. Biddle:

You are hereby ordered to file special reports as herein after described (in order that the figures shown for Oklahoma passengers income account for the fiscal year ended June 30th, 1913 may be verified and compared with similar data for other states) as provided in agreement pertaining to Order No. 265 (General Office Order) to-wit:

Separate statements for each state through which the St. Louis & San Francisco Railroad operated during the fiscal year ended June 30th, 1913, showing separately for freight and passenger traffic for the fiscal year the operating revenues, operating expenses, taxes, rentals, hire of equipment, etc., compiled in a manner similar to that used for the Oklahoma passenger income account above referred to.

There shall be attached to each statement a copy of the formula in detail showing the manner of assigning, allotting or apportioning the amounts, by accounts to each state, and between freight and passenger.

The information described in the foregoing shall be filed in the office of the Corporation Commission of Oklahoma on or before April 6th, 1914.

Dated at Oklahoma City, Okla., this the 20th day of March, 1914.

ORDER No. 801.

Cause No. 2012.

East Niles Telephone Company, by W. A. Grimes, Secretary,
Complainant,

v.

Hinton Telephone Exchange, by B. A. Long, Manager,
Defendant.

OPINION AND ORDER.

This case was submitted to the Commission for a ruling upon an Agreed Statement of Facts.

Hinton is a town of 686 people according to the last census and will probably not exceed 800 at this time. The defendant operates the Hinton Telephone Exchange and the complainant is acting for the East Niles Telephone Company, which is a rural telephone company. There

has been an addition platted on the north side of Hinton consisting of twenty-one blocks and has twenty-one houses located thereon. The Telephone Exchange at Hinton has extended the service into this plat wherever requested by applicants and has installed four stations therein. A subscriber of the complainant, who formerly lived on a farm, bought an acre of land in the addition above described and moved his rural phone used on the farm to his residence on the acre tract and connected the same with the rural line with which it was formerly connected on the farm. The Hinton Telephone Exchange insists that the residents in the addition where the acre tract is located should be required to become subscribers of the exchange at Hinton the same as if though they lived within the incorporate limits of the town and that it is ready and willing to offer to give such service. The Hinton Exchange has no franchise beyond the city limits. It may extend its lines under the general provisions of the law the same as rural lines are run through the country. A rural line cannot be prevented in the courts of law from extending its lines to any portion of the addition where it may secure the consent of the owners of the streets in which it may construct its lines. The same rule applies to the Hinton Exchange.

The proposition as to whether or not the people living in this addition should be required to connect direct with the exchange at Hinton is a matter of discretion with the Commission. The Commission has often held that where a telephone exchange has a franchise and operates and maintains an exchange in a town the Commission will not require the exchange to give service to any rural line that has subscribers attached thereto within the city limits; otherwise the people living within a town could establish a rural line and fifteen or twenty attach their phones to the same and reduce any exchange to a rural service. It is not the length of the line that makes it a rural line. It is the character of the service and the number of phones thereon, notwithstanding the word "rural" means outside or distant communities from the center of the dense population of a particular locality.

In this addition there are twenty-one houses within an area consisting of twenty-one blocks. Eleven of the houses are on the first row of blocks adjoining the town on the north and six houses are in the second row of blocks and four in the third row of blocks, as shown by the plat submitted to the Commission in the agreed statement of facts.

For the consideration of this case the Commission will hold that the houses situated in the first row of blocks north of town should be required to install individual telephone service, while the houses in the second and third row of blocks may, for the time being receive service from a rural telephone line.

It is, therefore, ordered that the defendant, the Hinton Telephone Exchange at Hinton, Oklahoma, shall continue to switch the rural line of the complainant, to which he has attached a phone in the second row of blocks in the addition north of the town of Hinton, and the defendant shall install individual service to all who may require the same in the first row of blocks and may, in its discretion, give individual service to anyone in the addition. Until otherwise ordered by the Commission, parties living in the second row of blocks and the third row of blocks of the additions north of Hinton may attach phones to the rural line.

Dated at Oklahoma City, Okla., this 21st day of March, 1914.

ORDER No. 802.

Cause No. 1969.

Lost Trail Mining Company, Commerce Mining and Royalty Company and Mizpah Mining Company,
Complainant.

v.

Quapaw Gas Company and Consumers Gas Company,
Defendants.

APPEARANCES:

For the Complainants: A. Scott Thompson, Atty.

For the Defendants: Brennan, Kane & McCoy by John H. Kane, Atty.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The complaints in this case allege that the defendants are public service corporations engaged in the transmission, distribution and sale of gas to consumers in Ottawa County in what is known as the zinc and lead mining field; that the complainants own and operate lead and zinc mines and mills in Ottawa County about three or four miles north of Miami; that their mills are equipped with a gas engine which gas is supplied by the defendants; that the complainants are charged 25 cents per thousand cubic feet if the gas is exploded or used for the operation of a gas engine; that if the same or a less amount of gas is consumed under a boiler, 12½ cents per thousand cubic feet is charged, and pray that the Commission require the defendants to furnish gas for use in gas engines at the same rate that they now charge for gas consumed under a boiler.

The defendants object to furnishing gas to the complainants at 25

cents and state that it has been the custom in all gas consuming country heretofore to charge a greater price for gas consumed in a gas engine than under a boiler, insisting that from two and one half to three times more power can be acquired from the 1,000 feet of gas in a gas engine than 1,000 feet consumed under a boiler; that gas at 25 cents per thousand cubic feet in a gas engine is cheaper fuel based upon the power unit than any other fuel and cheaper than gas under a boiler at 12½ cents.

It was shown from the evidence that the defendants were furnishing gas to be consumed under boilers at 12½ cents per thousand cubic feet and were charging 25 cents per thousand cubic feet for the same or a greater amount of gas consumed in any one month in a gas engine. It is also shown from the evidence that 1,000 cubic feet of gas used in a gas engine would generate from two and one half to three times more power than the same amount of gas used under a boiler.

There are between thirty and forty zinc and lead mills in what is known as the zinc and lead section in Ottawa County. Some are using boilers and others are using gas engines, and some are using both boilers and gas engines. It was admitted that it was cheaper for the operators of these mills to use gas at 25 cents per thousand in gas engines than to use coal and especially if the coal had to be hauled any distance from the railroad. The theory of equalizing the cost of power by charging a different price for the same amount of gas is a condition that is not required from any commercial consideration inasmuch as all operators are privileged to use gas engines and it certainly appears that if the same amount of power can be generated by consuming a smaller amount of gas it is better for the public than if double the amount or three times the amount were burned under a boiler to create the same amount of power.

It is also contended that the gas engine must have preferred service; that is, must be put on the domestic rate; that in case of a shortage of gas, it cannot be cut off from supply because there is no other fuel which they can use.

No manufacturing establishment should be placed on a preferred or domestic service. When there is a low pressure of gas and the available supply is necessary for domestic consumption, the gas from all manufacturing establishments must be shut off, if such action is necessary for an adequate supply for domestic use.

It is true that other fuel can be used under boilers, yet it requires the time to change from use of one kind of fuel to another, also expense. The temporary low pressure of gas would not cause the owners of boilers

to change their equipment unless it is apparent that it would be necessary to use other fuel for a considerable period of time. If such a condition should arise, the gas engine should be discarded and the boiler substituted.

It is not the duty of parties supplying gas to try to equalize the cost of power by fixing a different price for the same amount of gas. It is true that railroad companies often carry commodities a longer distance for the same rate that is charged for hauling a commodity a shorter distance, because of some commercial or competitive condition.

It is the duty of the Commission to fix a reasonable price for gas consumed under gas engines. There is in our judgment no substantial reason why there should be any difference in the price of one million feet of gas for a manufacturing purpose, whether the same is consumed by the purchaser thereof in a gas engine, under a boiler or consumed in a blacksmith shop for the purpose of heating iron. However, in this case in view of the uncertain duration of gas in the gas field and the investment of defendants, a price of 15 cents per thousand cubic feet for the consumption of gas in gas engines in the Miami field, or more especially as applicable to the defendants, will be established.

It is, therefore, ordered that the defendants, Quapaw Gas Company and Consumers Gas Company, shall charge 15 cents per thousand cubic feet for gas consumed in gas engines of the Lost Trail Mining Company, Commerce Mining and Royalty Company, and Mizpah Mining Company; that the same shall not be a preferred service and the gas shall be shut off from gas engines at the same time and under the same conditions which would require it to be shut off from boilers when it is necessary for domestic consumption. The defendants herein shall not shut off gas to the manufacturers the users of gas engines or boilers in other localities. When it is necessary to furnish an adequate supply for domestic consumption, gas from all manufacturing establishments shall be shut off.

This order shall be in full force and effect and bills shall be rendered and collected thereunder which are payable between the 1st and 10th day of April, 1914.

Oklahoma City, March 25, 1914.

ORDER No. 803.

No. 1928.

C. O. Armstrong and E. A. Ramsey,
Petitioners,

v.

A. F. Mowry, Ben Gillespie, H. L. Watts, A. E. Whorton, J. C. Pease,
C. S. Bell, J. C. McGuinn and J. W. Mosley,
Respondents.

No. 1980.

The town of Jennings,
Petitioners,

v.

A. F. Mowry, Ben Gillespie, H. L. Watts, A. E. Whorton, J. C. Pease,
C. S. Bell, J. C. McGuinn and J. W. Mosley,
Respondents.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

There was an original petition filed in this case complaining that the defendants were interfering with the operation of pipe line which was claimed to be owned by the original complainants. It was disclosed from the pleadings that a certain pipe line from a gas well on a school land lease in the town of Hallett and Jennings was in dispute, also the distributing plant in the town of Hallett; that there was a suit pending in the District Court of Pawnee County to determine the rights between the respective parties to this property. A temporary order was issued ordering the party in possession of the line to properly operate the same and furnish an adequate supply of gas for consumption at both the town of Hallett and Jennings.

It appears that the service at Jennings was not satisfactory and the Mayor, on behalf of the town, filed a complaint setting forth many things, which, if true, show an improper and inadequate operation of the pipe line. It was agreed by the defendants that the City Council of the town of Jennings had not by resolution authorized the Mayor to file this complaint in the name of the town. Not that there was any objection to the suit being filed in the name of the town, but the official act of securing proper authority from the council had been omitted. This is immaterial in a case of this kind. The complaint will be treated as if filed by the Mayor in his individual capacity representing himself and others similarly situated.

At the hearing of this case the question as to who is the rightful

owner of the pipe line was again raised and the Commission has avoided making any finding or expressing any opinion as to the ownership or who is entitled to the possession of and to operate this property. In fact, we have tried to avoid thus far determining who is actually in possession of the property.

It appears that the complainants in the original case, Mr. Armstrong and Mr. Ramsey, have a contract with the gas well from where the supply of gas is obtained to furnish gas at the rate of three cents per thousand cubic feet; that these parties own the distributing plant in the town of Jennings; that the ownership of pipe line from the gas well to Jennings and the distributing plant at Hallett is in dispute; that gas has been supplied to Hallett through this pipe line, also to Jennings; that Armstrong and Ramsey have been paying for the same, and the defendants have been collecting for the gas within the town of Hallett keeping the entire proceeds.

When this question was before the Commission a few months ago, the defendants herein agreed to pay three cents per thousand cubic feet for all gas used at the town of Hallett. This they have neglected to do, claiming as we understand that the use of the pipe line which they claim is their property from Hallett to Jennings should be paid for before they are required to pay for the gas used at Jennings.

At the last hearing in this case, all parties agreed that the defendants should pay for all gas used at the town of Hallett as registered by the meter with an additional 4 per cent. for loss in transit. That is, whatever the meter registered, 4 per cent. should be added to this amount to ascertain the amount of gas which was paid for at the well and used by the town of Hallett. That the defendants should still continue to collect for the gas used at Hallett and that the complainants should continue to collect for the gas used at Jennings.

The use of the pipe line from the well for the transmission of gas to Jennings is what the defendants complain of in this case. As before stated, the Commission has avoided expressing any opinion as to the ownership of this property or who is entitled to possession thereof, or who is in actual possession thereof. It appears that both parties are exercising in some degree supervision over the pipe line to the extent of securing service. Drainage valves have been placed on the pipe and the complainants have employed parties to look after the same and it occurs to us that the difference in controversy, so far as the defendants are concerned, even though the case may be decided in their favor, is stated in the above—that is, the use of the pipe line for the transmission of this gas to Jennings. Hence, an order will be made upon the basis of the admissions and agreements by the respective parties at the last hearing.

It is hereby ordered that the defendants, A. F. Mowry, Ben Gillespie, H. L. Watts, A. E. Whorton, J. C. Pease, C. S. Bell, J. C. McGuinn and J. W. Mosley, shall be permitted to collect from all gas consumers in the town of Hallett and shall pay to the complainants, C. A. Armstrong, E. A. Ramsey, three cents per thousand cubic feet of gas consumed at Hallett, ascertained by adding 4 per cent. to the amount registered by the meter. That neither party shall interfere with the proper operation of the pipe line in such manner as to prevent either the town of Hallett or Jennings from receiving proper service.

This order shall be in full force and effect on and after the first day of April, 1914.

Oklahoma City, March 25, 1914.

ORDER No. 804.

Cause No. 1952.

The Travelers Corporation of Oklahoma, by R. P. Bennett, Secy.-Treas.,
Complainant,

v.

Atchison, Topeka & Santa Fe Railway Company;
Clinton & Oklahoma Western Railway Company;
Chicago, Rock Island & Pacific Railway Company;
Fort Smith & Western Railroad Company;
Gulf, Colorado & Santa Fe Railway Company;
Kansas City Southern Railway Company;
Kansas City, Mexico & Orient Railway Company;
Missouri, Kansas & Texas Railway Company;
Missouri, Oklahoma & Gulf Railway Company;
Midland Valley Railroad Company;
Oklahoma Central Railway Company;
St. Louis, El Reno & Western Railway Company;
St. Louis, Iron Mountain & Southern Railway Company;
St. Louis & San Francisco Railroad Company; and
Wichita Falls & Northwestern Railway Company;
Defendants.

OPINION AND ORDER.

The Travelers Corporation of Oklahoma, an organization consisting of commercial travelers, filed complaint with the Commission stating in substance that the defendant railroad companies were requiring passengers to show their tickets before boarding trains and prayed that an order be promulgated by the Commission abrogating the rule of the

defendant companies requiring passengers to show their tickets before boarding trains.

The complainant also alleged that only one door for two coaches was opened for the egress and ingress of passengers to trains and prayed that the defendant be required to open additional doors.

The defendants answered that the regulation of requiring passengers to show tickets was to relieve the conductor and train crew of additional work, and if all passengers were required to purchase tickets it enabled the railroad company to keep a complete check upon all revenues and earnings of the company from passenger service.

The defendants objected to opening each door of a coach inasmuch as they did not have sufficient employes to place at each coach door, and that passengers at junction points or where two trains were going in different directions would board the wrong train.

It was shown from the evidence that the requiring of passengers to show tickets caused delay and inconvenience to the public in some cases, where ladies would misplace their tickets in their grips and all the passengers would be required to wait while hand-bags were searched for tickets.

The inconvenience caused by showing tickets is largely due to the passengers in general not being accustomed to the requirement. You cannot board a train in St. Louis or any of the larger cities without exhibiting your transportation before entering the yard where the trains are located. This has been the requirement for a number of years and is understood by the public and creates no great inconvenience. A passenger with grips in each hand can hold his ticket with his grip in one hand, which meets the requirements of the rule in Oklahoma, as the train employes do not inspect the ticket. The requirement has been merely for the purpose of requiring passengers to purchase tickets.

The most serious complaints which have been reported as a result of the operation of the show ticket rule have been caused by the negro porter attempting to prevent passengers from entering trains by taking hold of them. This practice is liable to cause serious trouble any day.

The law of Texas requires the railroad companies to collect four cents per mile where passengers do not purchase tickets. This is also the rule in some other states.

But for the difficulties that may arise from the negro porter coming in personal contact with passengers, the Commission would be very slow to discontinue the rule now enforced by some of the carriers. It may as well be understood now as later that passengers riding in Oklahoma

at two cents a mile must buy tickets. The two cent per mile fare is now, in a sense, on trial and if it is successfully maintained not only the carriers must have the money, but the Commission must be in position to check the revenues that actually accrue from this service. The public expects the Commission to secure the evidence to maintain this rate, yet are insisting upon rules and regulations whereby it is possible for from 10 to 15 per cent of the revenue never to be reported, and, in fact, some of which may never reach the treasury of the company, although conductors and auditors are as honest as any other class of people. The public should co-operate with the Commission to the extent of at least buying tickets before entering trains. Hence, it will be necessary, if the rule established by the carriers to show tickets must be abrogated, that some other rule must be established. The Commission will adopt the Texas rule by permitting the carriers to charge one (1) cent a mile more than the regular fare where a passenger enters a train without buying a ticket where tickets are sold, and, if the passenger so desires, he may pay his fare to the next station where the train regularly stops and reasonable opportunity shall be offered such passenger to purchase a ticket at the next station.

OPENING ADDITIONAL EXITS.

In Oklahoma most of the passenger trains are operated with one first-class coach and smoker, a coach for colored people and Pullman cars. Occasionally trains have more than one first-class coach. It is the custom of some roads to open one door for both the first-class and the smoker and in large cities it requires about five minutes for the passengers to unload and from three to four minutes to board the train. When the train arrives the passengers leave the waiting room regardless of the weather conditions and are often required to stand from three to five minutes in exceedingly cold or stormy weather and the rain. There is no real necessity for this regulation. Both doors of the first-class coach and smoker should be opened at the end of the cars where these coaches are coupled; the car for the colored passengers should be opened, which is now generally done. If more than one first-class coach is carried one door in each coach carried should be opened.

It is, therefore, ordered that the defendants herein shall desist from requiring passengers to show their tickets before entering the cars and shall collect from all passengers who board cars without tickets at stations where tickets are on sale an additional one (1) cents per mile fare. If the passenger so desires, he can pay the additional one cent on the train to the next station where tickets are sold where such train is scheduled to stop and shall there be given a reasonable opportunity to purchase a ticket and if he fails to do so he shall be charged

the additional cent per mile to destination. Where no reasonable opportunity is offered; that is, the agent not present before the train starts, the passenger shall be carried to destination at the regular fare.

It is further ordered that placards shall be posted in all stations in a conspicuous place stating in substance that all passengers boarding trains without tickets will be charged three or four cents a mile, as the case may be (that is, a road that is now charging three cents per mile shall charge passenger four cents per mile and a road that is now charging two cents a mile shall charge passengers three cents a mile).

It is further ordered that the rear door of the smoking car and one door of each first-class car shall be opened for the egress and ingress of passengers, and the entrance of the car for colored passengers shall be opened. That is, the vestibule door of each coach shall be opened. The defendants shall not be required to keep a box or extra step for the smoking car door.

That this order shall take effect on and after twelve (12) o'clock noon Sunday the 12th day of April, 1914.

Placards shall be posted in depots by the 5th day of April or as soon thereafter as practicable.

Dated at Oklahoma City this 24th day of March, 1914.

ORDER No. 805.

Cause No. 1948.

A. E. Paulger, *et al.*, Chelsea, Oklahoma,
Complainants,

v.

The Chelsea Natural Gas Company,
Defendant.

Asking for reduction in rates.

OPINION AND ORDER.

By the Commission :

A. E. Paulger, *et al.*, of Chelsea, Oklahoma, filed complaint with the Corporation Commission against the Chelsea Natural Gas Company, asking for reduction in rates, claiming the rates were too high and that they should be reduced to 25 cents per thousand feet.

Evidence was taken in part in this case in Chelsea on February 21st and continued to be heard in the office of the Commission at Okla-

homa City, March 10th. When this case was called for hearing on March 10th, it was continued to March 30th, at which time the defendant appeared and presented a petition signed by a number of citizens of Chelsea, asking for a rate of 35 cents during the summer months and 25 cents during the winter months, commencing October 1st. This rate was agreed to as asked for in the petition for twelve months, after which time either the complainants or defendant have the privilege, if they desire, to ask for a change in the rates.

It is, therefore, ordered by the Corporation Commission of Oklahoma that the Chelsea Natural Gas Company be permitted to charge 30 cents per thousand for gas, commencing April 1st and continue to October 1st and from October 1st, 1914 to April 1st, 1915, 25 cents per thousand feet for gas; after which time the complainants or defendant, if they see proper, can ask for a modification in the rates.

This order to take effect on and after April 1st, 1914.

Dated at Oklahoma City, Okla., this the 30th day of March, 1914.

ORDER No. 806.

Cause No. 1906.

J. O. Hamilton, *et al.*, Henryetta, Oklahoma,
Complainants,

v.

St. Louis and San Francisco Railroad Company, James W. Lusk, W. C. Nixon and W. B. Biddle, Receivers,
Defendants.

Asking for new and adequate depot facilities.

The citizens of Henryetta, Oklahoma, by J. O. Hamilton are asking for a new depot at that point.

The evidence shows that this depot was built when the town was a village and has been used ever since for both passenger and freight depot. The town has a population of about four thousand people and thickly populated around with coal mining industries and oil business, and the passenger travel has grown to the extent that the waiting room will not seat one-fourth of the passengers and will not afford standing room during bad weather. The platform is very small. Freight and baggage being unloaded does not give room for passengers to get in and out.

The freight receipts for the month of November, both in and out bound amounted to \$67,600.00, saying nothing about the passenger receipts which amounted to \$6,000.00 during that month.

The town of Henryetta is continuously growing and the traveling public is entitled to a more commodious passenger depot and waiting room, and the citizens of Henryetta are asking for a new passenger depot to be built and the present depot to be used for a freight depot.

The Commission believes from the evidence that the people of Henryetta are very much in need and are entitled to a more commodious and convenient passenger depot.

It is, therefore, ordered that the St. Louis and San Francisco Railroad Company, James W. Lusk, W. C. Nixon, and W. B. Biddle, Receivers, build a new passenger depot in the town of Henryetta and same to be located on or at the main street crossing of said railroad on the west side of the track. Same to be completed by September 1st, 1914.

Dated at Oklahoma City, Okla., this 2nd day of April, 1914.

ORDER No. 807.

Cause No. 1886.

Citizens of Salina;

Complainants,

v.

Missouri, Oklahoma & Gulf Railway Company,

Defendant.

Asking for switch track and physical connections at old Salina.

APPEARANCES:

For the Complainants: James S. Watson, Attorney,

For the Defendant: J. C. Wilhoit, Attorney.

By the Commission:

The citizens of Salina, Oklahoma, are asking for an order by the Corporation Commission for a switch track and physical connections at old Salina with the main line of the Missouri, Oklahoma & Gulf Railway for the purpose of loading and unloading carload commodities of various shipments. Old Salina is an incorporated town of several years old. The depot was located at New Salina about one mile south of old Salina and a new town started there, but has since consolidated with the old town and left the depot without a town or any stores. The people of old Salina claim that the way cross ties are handled on the Missouri, Oklahoma & Gulf Railway the people get three cents less for ties where there is a large quantity of cross tie timber. Old Salina is located in a good agricultural country where there is a large quantity of wheat,

corn and cotton grown; most of the wheat and corn is grown on the west side of the Grand River which affords the only wagon road crossing at old Salina for several miles up or down the river, and if loading facilities were given the people from the west side of Grand River as asked for they would load all their wheat, corn, hogs and cattle at old Salina.

The people of Salina will build the track and want the railroad company to make the connections and switch the cars in and out. The track will be built off the right of way of the railroad on private property so as to suit as many enterprises as possible and to load ties and other material for shipment.

It is, therefore, ordered by the Corporation Commission of Oklahoma that the Missouri, Oklahoma & Gulf Railway Company install a frog, the same to be paid for by the people of Salina, and make connections for a switch track at Old Salina, at a place to be designated by the complainants in this case, same to be completed when the complainants are ready to make the connection to their switch at old Salina.

Dated at Oklahoma City, Okla., this 2nd day of April, 1914.

ORDER No. 808.

TO THE

St. Louis & San Francisco Railroad, its receivers James W. Lusk, W. C. Nixon and W. B. Biddle:

You are hereby ordered to file special reports herein described as provided in agreement pertaining to Order No. 265 (General office order), to-wit:

"To Carriers: Carriers will compile special report No. 2 from the actual tickets or station (and conductor or auditor's) reports.

Reports for each month, July to December, 1912, and 1913, both inclusive, are required.

Carriers will furnish their own forms, using special report No. 2 as a sample form, and will insert the name of each station.

Half fare passengers will be so reported, i. e., the report of the number of passengers traveling between two stations, will show as follows:— $\frac{1}{2}$ —. For example, if the number of half fare passengers traveling between Oklahoma City and Guthrie for a given month was 50, and the number of full fare passengers between the same points, for the same months, was 100, the block under Guthrie, and opposite Oklahoma City, would properly show:

50- $\frac{1}{2}$
100

Carriers will compile special report No. 3 from actual tickets or station (and conductor or auditor's) reports.

Carriers will furnish their own forms, using special report No. 3 as a sample form, and will insert the names of each station.

The actual amount of revenue collected for travel between stations shall be shown. For example: If the revenue from ticket sales at Oklahoma City and Guthrie, for tickets covering the journeys between such points during a given month was \$500.00, and the amount collected on trains by conductors or auditors for the same journey was \$100.00, the under the Guthrie column, and opposite the Oklahoma City block, the amount \$600.00 should be inserted.

The carriers are required to keep the reports from which reports 2 and 3 are compiled, in such a manner as will permit of prompt verifications by the Commission."

The information described in the foregoing shall be furnished on or before May 1st, 1914.

Oklahoma City, Oklahoma, April 2, 1914.

ORDER No. 809.

Cause No. 2029.

In the matter of application of the Kathleen Oil Company, Only Oil Company, Oil Production Company, Toxaway Oil Company and Sperry Oil and Gas Company for exemption from the provisions of Chapter 53, Article 2 of the Revised Laws of Oklahoma of 1910.

It appearing from the application and the investigation made by the Commission in pursuance thereof, that the applicants herein wish to operate a short pipe line from their wells to railroad and other facilities for transportation at Cushing; that all the applicants are producers and none of them purchasers of oil; that they find it necessary to store oil at this time because of a temporary over production and the purchasing companies have not sufficient pipe line facilities to take the oil at the present time, and because of this they ask the Commission to exempt them from the provisions of Chapter 53, Article 2 of the Revised Laws of Oklahoma, 1910.

It is hereby ordered that the applicants, the Kathleen Oil Company, Only Oil Company, Oil Production Company, Toxaway Oil Company and Sperry Oil and Gas Company, and each of them be and are, as to

said pipe lines, laterals and other accessories, and any extensions or additions necessary for the gathering, transportation, storing and marketing of their own crude oil declared to be exempt from the operations of Chapter 53, Article 2 of the Revised Laws of Oklahoma, 1910, so long as the storing of their oil does not injuriously affect other producers, and if such condition should hereafter arise, this order may be set aside on application and proper showing to that effect of other producers, or by the Commission after giving due notice to the applicants herein and reasonable time to be heard.

Oklahoma City, April 14, 1914.

ORDER No. 810.

Cause No. 1903.

Supplementing Order No. 784.

C. M. Joiner, *et al.*, Joiner City,

Complainants,

v.

Oklahoma, New Mexico & Pacific Railway Company,

Defendant.

OPINION AND ORDER.

By the Commission:

The original case was filed and heard before the Commission, and an order issued requiring the defendant to establish a spur track for the purpose of unloading oil well supplies to accommodate the shippers as an emergency matter until the railroad could be completed on to Ringling, Oklahoma.

The Commission said in its former opinion that "the greatest difficulty a new railroad has when it is first built is preventing too many towns springing up along its line * * * that the town for this particular locality should be Wilson, inasmuch as it is centrally located for that vicinity." The Commission further said "the public is hereby notified and warned that this order is made as an emergency matter to take care of the immediate necessities of the oil industry." It is also provided in the order that "it is not meant by this order to establish a regular station at Joiner."

Petition and application was filed by the citizens who had invested their money at Wilson, asking the Commission to set aside its former order issued inasmuch as the necessity that obtained at that time was

not so urgent now. It is also contended by part of these citizens that they had a good substantial town at Hewett and applied to the Commission for depot facilities and were denied. They acquiesced in the order of the Commission and at great expense moved and re-established their property at Wilson. To put in a switch at Joiner would only create a townsite fight and be of great injury to the town of Wilson and could serve no substantial benefit to the community, and would result in a double hardship on those people at Hewitt who were forced to move to Wilson, also others who have invested their money at Wilson, acting on the general policy and rule of the Commission and also the rule announced by the Supreme Court that towns should not be established every three or four miles apart.

The Commission sent its engineer to inspect the various localities and the oil fields and he testifies that from the main part of the oil production in the Healdton field it is about one and one-quarter miles nearer the town of Ringling than Joiner and that the country is better adapted to wagon roads from Ringling to the oil field than from Joiner to the oil field. He also testifies that it is impracticable to establish switch tracks on a one per cent grade, which it is shown by the evidence, exists at Joiner.

It is further shown from the evidence that as soon as the former order of the Commission was made, establishing a spur at Joiner for the purpose of unloading oil well machinery, that parties began to try to sell lots. Inasmuch as the conditions have changed, there appears to be no necessity for putting in a spur at Joiner which may be removed at any time and if the spur is established, town lots could be sold and innocent parties injured thereby, and the fact that station facilities will be established at Ringling within the next thirty days, we feel that this order should be set aside at this time.

It is therefore ordered that Order No. 784, ordering the defendant herein to establish a spur at Joiner is hereby set aside and held for naught.

Oklahoma City, April 16th, 1914.

ORDER No. 811.

Cause No. 1512.

City of Durant,

Complainant,

v.

Missouri, Oklahoma & Gulf Railway Company, Missouri, Kansas & Texas Railway Company and St. Louis & San Francisco Railroad Company, James W. Lusk, W. C. Nixon, and W. B. Biddle, Receivers,

Defendants.

By the Commission:

The original case was filed herein more than two years ago. The Commission made an order requiring the defendants to establish a union depot west of the "Katy" tracks where it could be reached by all three of the defendants without any unnecessary expenditure. The case was appealed to the Supreme Court and the order of the Commission as to location was set aside. The matter was set for hearing for the purpose of determining the location. Under the holdings of the Supreme Court there was only one place the depot could be located and that is the point where the depot of the "Frisco" and "Katy" is now located.

The defendant, the Missouri, Oklahoma & Gulf Railway, is now in the hands of a receiver. It has no money, other than earnings to expend except as is authorized by the Federal Court. It would cost this company a large amount of money to condemn property whereby it could reach the depot located by the Commission except over the "Katy" tracks. For this company to pay interest upon its proportional part of the maintenance of the depot at Durant and in addition thereto pay the "Katy" the usual amount charged for one railroad using the trackage of another at a depot, would be almost as much as the total passengers ticket sales of this road at the town of Durant. It could afford to transfer all passengers from its present depot in Durant to the proposed site of the union depot at a much less expense, than it could pay interest upon its proportional part of the investment and the expense of reaching the union depot. This road will be exempted from the order for the time being until such time as its financial condition is different than it is at the present time.

Plans were submitted by the defendants for union depot at Durant for the approval of the Commission, which were rejected. Conference was called at Durant on January 24, 1914, for the purpose of discussing the plans for a union depot. The City of Durant submitted plans, also

the defendants. The Commission has requested the defendants to submit other plans which they have neglected.

It is hereby ordered that the plans submitted by the City of Durant are hereby approved on condition they may be changed upon application of the defendants or either of them so as to more nearly meet the required demands at Durant.

The defendants, the Missouri, Kansas & Texas Railway Company and St. Louis & San Francisco Railroad Company, James W. Lusk, W. C. Nixon, W. B. Biddle, Receivers thereof, are hereby ordered to build a union depot at Durant and have the same completed by January 1, 1915, on the plans submitted by the City of Durant or such modifications thereof as may be made upon application.

Oklahoma City, April 18, 1914.

ORDER No. 812.

Cause No. 1885.

**T. L. Kendall, Mayor, *et al.*, Pauls Valley, Oklahoma,
Complainants,**

v.

**The Atchison, Topeka & Santa Fe Railway Company,
Defendant.**

Asking that stock pens be moved in the City of Pauls Valley.

OPINION AND ORDER.

By the Commission:

T. L. Kendall, Mayor, *et al.*, Pauls Valley, Oklahoma filed complaint before the Corporation Commission against the Atchison, Topeka & Santa Fe Railway Company, asking for removal of the stock pens from the present location. This case was set down for hearing on April 4th, 1914 at Pauls Valley at which time an agreement was reached between the complainants and defendant, and it was agreed that the stock pens be moved to Lots 1, 2, 3, 4, 16, 17, 18 and 19 in Block 54 in Pauls Valley.

It is, therefore, ordered by the Corporation Commission of Oklahoma that the Gulf, Colorado & Santa Fe Railway Company move their stock pens in the City of Pauls Valley to Lots 1, 2, 3, 4, 16, 17, 18 and 19 in Block 54. Same to be completed and ready for use by June 1st, 1914.

Dated at Oklahoma City, Okla., this the 21st day of April, 1914.

ORDER No. 813.

Cause No. 2041.

State of Oklahoma,

Plaintiff,

v.

Magnolia Pipe Line Company, a corporation, The Oklahoma Pipe Line Company, a corporation, The Prairie Oil & Gas Company, a corporation, the Gulf Pipe Line Company, a corporation, The Texas Company, a corporation,

Defendants.

ORDER.

By the Commission:

It was alleged and various complaints made that the oil was not run by some of the pipe lines ratably, based on the production of different properties. The pipe line companies disclaimed any intention of discriminating between producers and it was agreed between the said companies and the producers present at the hearing that the Commission should appoint an inspector at a salary of \$500.00 per month, to be paid by the Prairie Oil & Gas Company, Gulf Pipe Line Company and the Texas Company, in proportion to their respective runs, and that two assistant inspectors may be appointed, if necessary, at a salary of \$150.00 per month to be paid in the same manner as the salary of the inspector.

It shall be the duty of said inspector to make full investigation of production of the Cushing field as often as may be necessary, and to make suggestions and recommendations to the pipe line companies as to the amounts of oil that shall be taken from any field or oil sand where there is a production in excess of the carrying capacity of the pipe lines. Said inspector shall investigate the necessity for any particular pipe line connecting with wells and shall make recommendations and suggestions to the pipe line companies as to the wells or leases with which they should connect. Said inspector shall make all investigations which may be necessary to ascertain what in justice and equity should be done and the amount of oil that should be taken between the different producers and make his recommendations to the pipe line companies. Should the pipe line companies act upon these recommendations they shall not be considered by the Commission as violating any of the provisions of the laws of Oklahoma with reference to discrimination or common purchasers, and shall until further ordered by the Commission be relieved from the provisions of the common purchasers' law to the extent that may be necessary to follow the suggestions and recommendations of said inspector.

All suggestions and recommendations of the inspector made to the pipe line companies shall be in writing, a copy of which shall be sent to the Commission. All additional and supplemental orders will hereafter be issued to meet any conditions that may arise.

This order shall be in full force and effect so long as conditions may justify the necessity therefor, and until further order of the Commission.

Oklahoma City, May 7th, 1914.

ORDER No. 814.

Cause No. 2041.

State of Oklahoma,

Plaintiff,

v.

Magnolia Pipe Line Company, a corporation, The Oklahoma Pipe Line Company, a corporation, The Prairie Oil and Gas Company, a corporation, The Gulf Pipe Line Company, a corporation, The Texas Company, a corporation,
Defendants.

APPEARANCES:

For the Plaintiff: Chas. West, Attorney General,

For the Producers: W. B. Johnson,

For the Defendants: Geo. C. Greer and A. C. Cruce.

By the Commission:

The complaint in this case was filed by the Attorney General on behalf of the State of Oklahoma, and alleged in substance that the defendants were engaged in a public business of transporting and purchasing oil as common carriers and common purchasers; that it was the duty of the defendants to pay a reasonable price for crude oil and to take the same from all producers without discrimination; that this duty had been violated and that they were paying a less price than the value of the oil and that they were discriminating in prices.

During the hearing, it was suggested by the Commission that the parties interested, the producers and the Magnolia Pipe Line Company, should confer with a view of reaching a basis or understanding upon which the business for the present could be conducted. As a result of this conference a tentative agreement was submitted to the Commission which provides in substance that within one week the Magnolia Pipe Line Company shall begin to take an average of eight thousand barrels of oil from the Healdton field daily; that on or before July the

1st, 1914, it shall begin to take a daily average of not less than twelve thousand barrels per day; that beginning October the 1st, 1914, if market conditions justify, it may take a greater amount than twelve thousand barrels per day; and that the taking of Healdton crude from the producers, if offered by them, in quantities as above indicated is to continue until April the 1st, 1915, and as much longer as market conditions justify; and providing that the agreement of the Pipe Line Company is not to be construed as having been violated if it is temporarily prevented from performing same by strikes, fires, floods, or other causes over which it has no control. It is also provided by said agreement that if the price of oil should be fixed hereafter without the consent of the Pipe Line Company it shall not thereafter be further bound to take oil under the agreement; that the Magnolia Pipe Line Company shall take four 55,000 barrel tanks heretofore purchased by the certain members of the Ardmore Oil Producers Association and pay said members the cost therefor, and erect them in the Healdton field, to be immediately used by The Magnolia Pipe Line Company to clear the leases of all stock of accumulated oil that is in a merchantable condition; the owners of said oil to be paid for same upon delivery at the rate of fifty cents per barrel for quantities delivered. It is also provided that the Commission may relieve the Pipe Line Company from the necessity of connecting with any new wells within six months from date hereof, except—

First. Those necessary to meet existing offsets; and,

Second. Those, the drilling of which is made necessary because of lease conditions, unless the said Pipe Line Company shall sooner elect to take the entire production from the Healdton field.

It is further provided, that should any dispute arise as to what wells should be connected, the President of the Ardmore Oil Producers Association is made the umpire to determine said question with the right of any party aggrieved to appeal to the Board of Directors of the Ardmore Oil Producers Association whose decision shall be final; and that the President of said Association shall have authority to make such exceptions to the rule as justice and equity among the different producers of the field may require and that said Association and its officers shall act for any producer not a member of the Association in this behalf; all of which regulation is subject to the right of any party to resort to the Corporation Commission or the courts for further relief.

Said agreement further provides that the defendant, the Magnolia Pipe Line Company, is to provide connection and loading facilities at or near Addington, Oklahoma, on the main line of the Chicago, Rock Island and Pacific Railway Company, and to establish a reasonable rate

per barrel for the transportation of oil from the Healdton Oil Field to said point, and to transport oil when offered in carload lots.

The stipulation also contains a provision in reference to the testing of oil in the Healdton Field and for the appointment of an inspector by the Commission at a salary not to exceed \$150.00 per month, one half of which is to be paid by the Magnolia Pipe Line Company and one half by the producers.

The Attorney General objected to the provision in the tentative agreement which provides: "if hereafter the price of said oil is fixed without the consent of said Pipe Line Company, it shall not, thereafter, be further bound to take oil under this agreement."

The Pipe Line Company objects to entering into an agreement whereby it is required to take any stipulated amount of oil unless it is free to voluntarily fix the price thereof, and as we understand, it will not consent to any stipulation which may be construed as an agreement of record or as a contract containing requirements to that effect.

The Attorney General will not agree upon behalf of the State to waive directly or indirectly, any rights the State may have or to compromise said rights which may be construed to be on a basis of bargain and sale.

The respective parties agree that an order, substantially as follows, will be acceptable to all interested parties:

It is hereby ordered that the defendant, the Magnolia Pipe Line Company, shall, within one week from May the 5th, 1914, begin taking a daily average of eight thousand barrels of oil from the Healdton Field and on or before July the 1st, 1914, and until April the 1st, 1915, shall take not less than a daily average of twelve thousand barrels of oil from said field, and shall immediately erect four 55,000 barrel steel tanks in the Healdton Oil Field, and that in addition to the daily averages of oil above mentioned, it shall as per said agreement, clear the leases of all stock of accumulated oil which is in a merchantable condition and pay the owners of same upon delivery at the rate of fifty cents per barrel for quantities delivered.

The Magnolia Pipe Line Company is hereby relieved as a common purchaser, from the necessity of connection with any new wells within six months from the date of this order, except—

First. Those necessary to meet existing offsets; and,

Second. Those, the drilling of which is made necessary because of lease conditions.

Third. Those who have leases and no producing wells should be permitted to connect up with one or two wells within the six months.

Fourth. All parties should be permitted to drill wells and connect, which in justice and equity should be done, based on the following considerations:

Where lease owners or lease holders have property which may be drained by the producing wells although there may be no wells in the immediate vicinity of such property; also in cases where contracts have heretofore been made for drilling or the financial condition of the parties interested may be such that bankruptcy would necessarily result if the properties were tied up for six months or longer before connections could be made.

These things must be considered and no injustice or inequity must be done anyone. Yet, the principle of limiting the development so as to prevent waste of oil should be preserved and in so doing it may be necessary for all to sustain some inconvenience. Should the pipe line company sooner elect to take the entire production from the Healdton Field, the above requirements shall become null and void.

It is further ordered, that the Magnolia Pipe Line Company shall provide at its own expense, pipe line connections and loading facilities at or near Addington, Oklahoma, on the main line of the Chicago, Rock Island and Pacific Railway Company, and establish a reasonable rate per barrel for the transportation of oil from the Healdton Oil Field to said point, when offered for such transportation in carload lots.

It is suggested that the president of the Ardmore Oil Producers Association be made the umpire to settle all disputes as to which wells shall be connected, and should any party or parties insist upon being connected to the pipe line who may be excluded under the above conditions, he or they shall apply to the Commission for a modification of this order.

This order shall remain in full force and effect until April the 1st, 1915, and in the meantime the investigation as to quality, value and the price to be paid for oil, may continue. But should the Commission, during the life of this order issue an order fixing the price of oil in the Healdton Field, this order will become void, upon the effectiveness of such order fixing prices.

Vern Calvert is hereby appointed as an inspector in the Healdton Oil Field, with full authority to investigate all runs of oil, investigate the production of all wells and the amount of oil which should be taken from each producer, so as to prevent any discrimination, and shall immediately advise the pipe line company of his conclusions, which shall

be in writing, and a copy of which shall be sent to the Commission; and upon the failure of the pipe line company to so take oil from the different producers, the said inspector shall immediately notify the Corporation Commission, and should any party feel aggrieved in that a just proportion of his oil is not being taken under the above arrangement, he shall immediately report the same to the Commission. Said inspector is appointed upon condition contained in the agreement that his salary should be fixed at \$150.00 per month, one half of which is to be paid by the producers and one half by the Magnolia Pipe Line Company, and that in no event should the state become liable for any portion of his salary or expenses; and that said inspector is appointed upon request and recommendation of the oil producers in the Healdton Field.

Oklahoma City, May 7th, 1914.

ORDER No. 815.

Cause No. 2031.

A. H. Watson, *et al.*, Hollister, Oklahoma,
Complainants,

v.

The Wichita Falls & Northwestern Railway Company,
Defendant.

Asking for additional side track facilities.

OPINION AND ORDER.

By the Commission:

A. H. Watson, *et al.*, of Hollister, Oklahoma, filed complaint with the Corporation Commission against the Wichita Falls & Northwestern Railway Company, asking for additional side track facilities. This case was set down and heard in Hollister on April 27th after due notice had been given, at which time evidence was taken and showed that they only have one switch and loading track in Hollister on which there are two elevators and a cotton platform, and the evidence showed that when they are loading wheat at the elevators that frequently freight trains meet there and some times a passenger train, and in switching they kept the elevators from operating from thirty minutes to an hour and thirty minutes a day. This last season there were something like one hundred and fifty cars of wheat loaded at Hollister and a number of cars of oats and a great deal of that was loaded from wagons into the cars and when they are switching the cars it prevents the people from unloading their wagons into the cars the same length of time it prevents the elevators from running.

The evidence shows that the curve on the south end of the switch track is so short that this last season there were two cars run off the track in consequence of the short curve. If this switch track was run straight by the elevators and coal bins on the east end some three hundred yards and the cotton platform moved to that place it would be put in a much better place to be reached by wagons than it is now. During wet weather the present location becomes very muddy and hard to reach by loaded wagons, and at the same time when there is an average cotton crop grown the cotton platform is inadequate as it is to take care of the cotton.

The evidence shows that the tracks are so congested there that during the time of loading grain and cotton another switch track is badly needed so as to enable the company to switch cars and at the same time people can get in and out there with wagons to load cars.

There is no loading track and the track now used is used as a house track and loading track and serves the depot, two elevators and a cotton platform, which is inadequate for that point. The evidence shows that during the cotton season of 1912 there were four thousand bales of cotton ginned and the cotton and seed shipped from that point and all the cotton seed was loaded from wagons.

It is, therefore, ordered that the Wichita Falls & Northwestern Railway Company build additional side track facilities at Hollister, Oklahoma and extend its side track that is there now on the east end some five or six hundred feet in order to give more and adequate facilities to people in Hollister using same, and a cotton platform to be built east of the coal bins and elevator. This side track and extension must be completed by June 20th, 1914.

Dated at Oklahoma City, Okla., this the 12th day of May, 1914.

ORDER No. 816.

Cause No. 2028.

W. U. Baker, Hobart, Oklahoma,

Complainant,

v.

The Chicago, Rock Island & Pacific Railway Company,

Defendant.

Asking for side track facilities.

APPEARANCES:

For the Complainant: Rummons & Logan, Attorneys;

For the Defendant: E. P. Kelly.

OPINION AND ORDER.

By the Commission:

W. U. Baker, Hobart, Oklahoma, filed complaint with the Corporation Commission against the Chicago, Rock Island & Pacific Railway Company, asking for a side track to be built to his cotton oil mill. Evidence was taken in this case in Hobart on April 24th, which showed that the complainant had put up a sum of \$538.00 with the railway company as they had asked for payment of this side track. The railway company held the check for some time and returned same asking for \$150.00 more and for him to sign an agreement that in case the cotton oil mill was destroyed by fire from sparks from engines of defendant company that they would not be held responsible for damages, etc. The Commission does not assume any authority to make an order protecting railroad companies from loss by fire.

The evidence shows that the plaintiff has sufficient tonnage to ship to justify the railroad company to put in a switch track. Section 33, Article IX of the Constitution of Oklahoma provides that persons desiring switching facilities must pay the actual cost of such.

The Supreme Court of Oklahoma has decided in the cases of Chicago, Rock Island & Pacific Railway Company v. State, *et al.*, 23 Okla. 94; Atchison, Topeka & Santa Fe Railway Company v. State, *et al.*, 24 Okla. 616; St. Louis & San Francisco Railroad Company v. Haywood, *et al.*, 25 Okla., 417; St. Louis & San Francisco Railroad Company v. State of Oklahoma, *et al.*, 27 Okla., 426, the proposition that parties desiring switches to their enterprises near the right-of-way of defendant companies must pay the actual cost of construction of same. The plaintiff agrees to pay such cost as provided in Section 33, Article IX, and agrees to do the grading and prepare the roadbed in accordance with the plans and specifications furnished him by the railroad company and fix said track for ties and rails.

It is, therefore, ordered by the Corporation Commission of Oklahoma that the Chicago, Rock Island & Pacific Railway Company cause spur track to be built to W. U. Baker's cotton oil mill in the city of Hobart, Okla., and operate same as may be necessary to meet the needs of said mill, W. U. Baker to deposit money sufficient to pay for same, in a bank in Hobart, when completed. This spur track to be completed and ready for use by August 1st, 1914.

Oklahoma City, May 13, 1914.

ORDER No. 817.

Cause No. 1813.

J. G. Denton, *et al.*, Sallisaw,

Complainants,

v.

Kansas City Southern Railway Company,

Defendant.

By the Commission:

Petition in this case alleges that there is a public necessity for more safe, commodious and comfortable depot facilities at the Kansas City Southern Railway Company's public station at Sallisaw; that the present one is too old, too small and unsanitary, and not up to the present requirements in many other ways.

The case was set for hearing at Sallisaw on August 20, 1913, at which time the following stipulation and agreement was entered into by the superintendent of the defendant railway company and special committee on behalf of the inhabitants of Sallisaw:

"We, the undersigned, representing legitimately the Kansas City Southern Railway Company, a corporation, and the inhabitants of the incorporated town of Sallisaw, Oklahoma, respectively, do agree and stipulate for filing with the State Corporation Commission, as follows, to-wit,

"AN ORDER may be entered by said State Corporation Commission, in the case of the petition of J. G. Denton, *et al.*, requiring a new depot to be built by said railway company to complete such depot as will prove acceptable to said inhabitants and said Commission, on or before the first day of January, 1915."

It is, therefore, ordered that the defendant, the Kansas City Southern Railway Company, build a depot in the town of Sallisaw, to be completed on or before the first day of January, 1915. Plans and specifications to be submitted for the approval of the Commission.

Oklahoma City, May 18th, 1914.

ORDER No. 818.

Cause No. 1946.

In re Application of the Farmers Fraternal Economic and Business Organization,

v.

Eclipse Coal Mining Co., Adamson; Hailey-Ola Coal Co., Haileyville;
Rock Island Coal Co., Apache; Taylor, John, Hanson; Gillock

Coal & Oil Co., Bryant; R. I. Coal Mining Co., Hartshorne; Victoria Coal & Min. Co., Bryant; Creek Coal & Min. Co., Henryetta; Washington, Dick, Catale; Deep Fork Coal Co., Henryetta; Adams, C. J., Coalgate; Henryetta Co. & Min. Co., Henryetta; Coalgate Co., Coalgate; Kellog, C. H. & Co., Henryetta; Lane & Williamson, Coalgate; King Coal Co., Henryetta; M. K. & T. Ry., Coalgate; McKay Coal & Min. Co., Henryetta; Taylor, M. R. H., Coalgate; Okla. Coal & Min. Co., Henryetta; Oklahoma Supply Co., Coalton; Pleasant Valley Coal Co., Henryetta; Bolen-Darnal Coal Co., Craig; Warren-Pullen Coal Co., Henryetta; Lowry, E. C. Dawson; Osage Coal & Min. Co., Krebs; McBride, Shivel & McGill, Dawson; Folsom-Morris Coal & Min. Co., Lehigh; Fursman Coal Co., Dewar; Hailey-Ola Coal Co., Lutie; King Coal Co., Dewar; San Bois Coal Co., McCurtain; McDonald Coal Co., Dewar; Dow Coal Co., McAlester; Oklahoma Coal Co., Dewar; Gt. W'n. Coal & Coke Co., McAlester; Milby & Dow Coal & Min. Co., Dow; McAlester City Coal Co., McAlester; McDonald Coal Co., Enid; McAlester-Edwards Coal Co., McAlester; Malone, G. W., Featherston; McAlester Fuel Co., McAlester; Kali-Inla Coal Co., Gowen; McA-Galveston Coal Min. Co., McAlester; Rock Island Coal Co., Gowen; Osage Coal & Mining Co., McAlester; Pocahontas Coal Co., McAlester; Poteau Coal & Mer. Co., Witteville; Samples Coal & Min. Co., McAlester; Ferro Mastic Min. Co., Woodford; Southern Fuel Co., McAlester; Enid Fuel & Material Co., Enid; Union Coal Co., McAlester; Dow Coal Co., Guthrie; Mohawk Coal Co., Mohawk; Dennis, W. L. Coal Co., McAlester; Summers, Wm., Peoria; Dow Coal Co., McAlester; McA-Edwards Coal Co., Pittsburg; Gt. W'n. Coal & Coke Co., McAlester; Indian Coal & Min. Co., Pocahontas; McAlester-Edwards Coal Co., McAlester; Brown, C. W., Poteau; McAlester Fuel Co., McAlester; Bache & Denman, Red Oak; Osage Coal & Min. Co., McAlester; McKibben, H., Ruby; Bartrim, Wm., Oklahoma City; Parrott, Chester, Ruby; Creek Coal & Min. Co., Okla. City; Brewer Coal & Min. Co., Savanna; Dow Coal Co., Oklahoma City; Dow Coal Co., Savanna; McAlester Fuel Co., Oklahoma City; Sequoyah Coal & Min. Co., Sutter; Pioneer Coal & Timber Co., Okla. City; Pointer & Lewis, Talala; Southwestern Coal Co., Okla. City; Canadian Coal Co., Tulsa; Vermejo Coal & Coke Co., Okla. City; Degnan & McConnell Coal & Coke Co.,.....; McAlester-Edwards Coal Co., Pittsburg; Eastern Coal & Min. Co., Wilburton; Shawnee Coal & Timber Co., Shawnee; Gt. W'n. Coal & Coke Co.,

Wilburton; New State Coal Co., Tulsa; McA. Coal & Mineral Co., Wilburton; Oklahoma Coal Co., Oklahoma City; M. K. & T. Coal Co., Wilburton; Samples Coal & Min. Co., McAlester.

Asking that order be issued to require defendants to sell coal in carload lots to all who may apply therefor and tender the money.

OPINION AND ORDER.

By the Commission:

The Farmers Fraternal, Economic and Business Organization, *et al.*, Altus, Oklahoma, filed complaint with the Corporation Commission against all coal and mining companies doing business in Oklahoma and asking for an order to be made ordering them to sell coal to all organizations that will deposit money in the bank to pay for same.

The evidence in this case shows that some Farmers Unions and Fraternal Organizations had ordered coal from some of the coal producers in the state, and they failed to fill the orders. Some of the producers claim that if they would do that the local coal dealers in that section of the country would boycott them, and it was the purpose of many of the coal dealers to sell direct to the local dealers and let them sell to these organizations. The evidence shows further that these organizations have to pay from \$1.50 to \$3.00 per ton more to the local dealers than they would have to pay by ordering from the producer, and on account of the extreme dry seasons they have had in the past four years, they are forced to buy direct from the producer everything they possibly can as their limited amount of means will not permit them paying unreasonably high prices for the same commodity they could save from \$1.50 to \$3.00 per ton on by ordering direct from the producer.

The plaintiff organization is a very strong farmers organization and will buy more coal at a time than a great many of the local dealers would buy at any one time.

The Anti-trust Law, Section 8235 of Compiled Laws of 1910 prohibits discrimination in rates for the same quality and quantity of commodities and made it the duty of the Corporation Commission to enforce this law, and they must sell to all farmers or similar organizations.

The Commission has held under that law, in many instances, that where one party buys the same quality and quantity that they must sell to all at the same price. This would apply to coal as well as any other commodity. We believe that if an organization of farmers or other organizations order their coal from the producer and will deposit the money in a bank to guarantee the payment of the coal when delivered, that they should be treated the same as if they were a dealer.

Form No. 17

There has been some disposition in the past of some local dealers in trying to hold up the farmers and other organizations, charging them exorbitant prices for coal and this law was passed to prohibit such exorbitant prices and we think that if the consumers of coal are not satisfied with the price being charged by the local dealers that they have a perfect right to order their coal from the producers, and we believe further that if the local dealers would charge a reasonable price that the organizations would prefer buying from them than to order from the producer.

It is, therefore, ordered by the Corporation Commission of Oklahoma that all coal and mining companies doing business in Oklahoma shall fill all orders from farmers organizations or other organizations for coal hereafter when any bank in the state will guarantee the payment of the coal when same is delivered, and that the price shall be the same as they would furnish to any dealer in the state for the same quality and quantity. This order to take effect on and after the 1st day of June, 1914.

Dated at Oklahoma City, Okla., this the 18th day of May, 1914.

ORDER No. 819.

Cause No. 1928.

C. D. Armstrong and E. A. Ramsey,
Complainants,

v.

J. W. Mosley, *et al.*,
Defendants.

SUPPLEMENTAL ORDER.

By the Commission:

It appears a misunderstanding arose in reference to the payment of the gas at the well which supplies the towns of Hallett and Jennings. The status of the pipe line from the well to Hallett and the distributing plant in Hallett are explained in the former orders of the Commission. There being a suit pending in court, the Commission has tried to deal with this whole matter so as to leave the court free to exercise its jurisdiction without any finding of fact or conclusions of the Commission prior thereto.

The complainants have a contract with the owners of the gas well to pay for gas used at three cents per thousand cubic feet. This gas is also used at Hallett and Jennings through a common service pipe line.

A dispute arose as to bills for December, January, February and March. The town of Hallett was receiving the gas and paying nothing therefor, withholding the bills because they said they were incorrect and other reasons. It is apparent that this condition could not prevail and these parties could not expect to secure gas indefinitely without paying something therefor. The complainants shut the gas off in the town of Hallett. A physician telephoned the Commission at Oklahoma City that the gas was turned off and that some serious sickness existed in the town and injury was likely to occur. Upon receipt of this information, Commissioner Henshaw immediately went to Hallett on April 20th. A conference was had with all parties interested, which resulted in the town of Hallett agreeing to pay for half of the gas used and the town of Jennings the other half. The first payment under this basis was to be for the gas used during the month of March. The previous months which had not been paid for were to be adjusted between the parties in court or otherwise. It was agreed that these outside bills should be collected for the month of March and all other months thereafter, pending this arrangement, and first deducted from the total bill at the well, the remainder of the bill to be divided by two, complainants to pay half and defendants the other half, the defendants paying their half to the complainants because they have the contract with the owner of the well for the gas.

It was agreed that the Commission may make an order carrying out the above arrangement. The arrangement is so fair that the Commission deemed it unnecessary at that time to make a formal order. It appears since that time, a dispute has arisen as to collections from the parties outside of town for the months of December, January and February.

It appears that defendants now insist that these back collections be deducted from the April bill. If defendants had paid their part of December, January and February bills, there could be some justification in their contention. When these bills are settled the party who collected for these months should account for the same but they should not be accounted for in the April bill.

The above arrangement was for gas for domestic consumption. The Commission is now informed that the town of Hallett has installed a water works plant which would necessarily change the relative amount of gas used by Hallett as compared with Jennings. The gas used by the water works should be metered and this amount should be paid for on the basis of the price of the gas at the well in addition to the amount agreed upon in the arrangement.

It is ordered that the complainants and defendants shall comply

with the following regulation as to the settlement and payment of gas used until the District Court of Pawnee County determines who are the rightful owners of service pipe from the well to Hallett and the distributing plant at Hallett. That all gas used by the water works at Hallett shall be metered, on and after the first day of July, 1914, which amount shall first be deducted from the total amount registered at the well and said amount the defendants shall pay the complainants. The collections from all consumers outside of the towns of Hallett and Jennings shall then be deducted from the total bill, regardless of whether they are collected by the complainants or defendants. The remainder of the bill shall be paid one half by Jennings and one half by Hallett, it being understood that the outside collections made by either party shall be adjusted and accounted for in this settlement and division. Example: If the total amount to be divided were \$146.00, and the defendants had collected \$4.00 on the outside bills and the complainants \$2.00, the bill to be divided would be \$140. The defendants would have \$4.00 in their possession and the complainants \$2.00; the amount the defendants would owe the complainants under this adjustment would be \$71.00, plus the amount of the gas used by the water works. All bills shall be paid on or before the fifteenth of the following month in which the gas is consumed.

Oklahoma City, June 6th, 1914.

ORDER No. 820.

Cause No. 1872.

Cause No. 1873. Consolidated.

Tulsa Commercial Club, Tulsa,

Complainant,

v.

St. Louis & San Francisco Railroad Company, and the Receivers thereof,

Defendants.

and

Tulsa Commercial Club, Tulsa,

Complainant,

v.

Atchison, Topeka & Santa Fe Railway Company,

Defendant.

APPEARANCES:

For Complainant: C. C. Magee;

For St. Louis & San Francisco RR. Co., and Receivers thereof,
R. A. Kleinschmidt;

For Atchison, Topeka & Santa Fe Railway Co., Cottingham &
Bledsoe.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The complaint in this case alleged in substance that the terminal facilities of the defendants at Tulsa were inadequate to properly handle the business, and prayed that the Commission require additional facilities of both the defendants.

It was admitted that the allegations in reference to inadequate facilities of the "Frisco" Railroad were true and as the defendant Santa Fe used the terminal facilities of the "Frisco" the complaint was likewise true as to that road.

Since the hearing of this case, the defendants are establishing facilities which appear to be adequate. The Commission does not deem it necessary to make an order inasmuch as the requests of the complainants are being substantially complied with.

The case will, therefore, be dismissed, subject to reinstatement upon request of complainants in case the facilities that are now being established do not meet requirements.

Oklahoma City, June 9, 1914.

ORDER No. 821.

Cause No. 1965.

Hale-Halsell Grocery Co., McAlester, Oklahoma,
Complainant,

v.

St. Louis & San Francisco Railroad Company,
Defendant.

APPEARANCES:

For the Defendant: J. A. Frates, Gen'l. Supt.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

This was an information charging the defendant with violating the Commission's Order No. 168, in that it failed to move freight when delivered to it within the time prescribed in the order.

It appears that the shipment complained of was groceries, delivered to the defendant at Durant, January 3, 1914 and delivered at Ft. Towson on January 10. Shipment should have been delivered not later than the 5th or 6th; was delayed four or five days.

The only witness in the case was Mr. Frates. He stated that the car in which shipment was loaded was set out at Bokchito four days on account of broken draw bar. The shipment, he states, could have been transferred and to that extent the employes of the road failed to do their duty.

Upon the defendant paying the costs in this case, the same will be dismissed.

Oklahoma City, June 9, 1914.

ORDER No. 822.

Cause No. 1868.

In re information of E. F. McKay,

v.

Gulf, Colorado & Santa Fe Railway Company.

APPEARANCES:

For the Gulf, Colorado & Santa Fe Railway, J. R. Cottingham.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

Information in this case alleges that the defendant violated Order No. 148 in failing to report collision at Pauls Valley on November 4, 1913, between two passenger trains by which one person was killed.

The accident occurred at 6:17 p. m., November 4th, 1913, near Pauls Valley; the next day November 5th at 12:10 p. m. same was reported to the Commission.

It is claimed that the general manager's office first knew of the accident at 8:30 a. m., of the 5th and that he wired the Commission about 9 o'clock the same morning.

We do not think it is necessary that this information be withheld from the Commission until reported to the general manager. When the dispatcher receives a wire from the conductor that accident has happened, or the superintendent of the division receives a wire that an accident has happened, this wire repeated to the Commission will be sufficient notice. It seems to be understood by this company that the information should come from the general manager's office, and under all the circumstances in this case, no penalty will be imposed but the defendant must hereafter arrange for the accident to be reported promptly by the superintendent of the division, the general superintendent or the dispatcher. It is not necessary to interfere with any of the duties of the officers or agents of the carrier in clearing the wreck and caring for passengers, etc., but simply to repeat or send a message announcing the fact that an accident has happened and in a few words, the magnitude or character of the accident. The information is dismissed.

Oklahoma City, June 9, 1914.

ORDER No. 823.

Cause No. 1902.

In re information of A. C. Reece, Broken Arrow,
Complainant,

v.

Missouri, Kansas & Texas Ry. Company,
Defendant.

APPEARANCES:

For Defendant: W. R. Allen.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

This is a citation for contempt for violation of Order No. 168 on information filed by A. C. Reece of Broken Arrow.

It is alleged in substance that the defendant issued bill of lading for a car of lumber on a siding called Jackson, which was a few miles east of Broken Arrow on October 9th; that shipment was not moved until the 16th day of October, 1913, also that a car of lumber loaded on the 19th of November, 1913, consigned to the Tulsa Rig and Reel Company was not moved until November 28th, 1913.

The defendant filed an answer denying the allegations in the complaint, admitting that bills of lading were issued for cars substantially

the dates mentioned in the complaint and that the cars were not delivered at Tulsa for a period of several days, and offered as an excuse the congested conditions of the switch yards at Tulsa for failure to deliver the first car promptly and that the second car was loaded improperly.

The shipper operates a small saw mill and was put to much inconvenience communicating with Broken Arrow to secure movement of these cars. The car that was refused because of improper loading was afterwards accepted with no material change in the loading. In fact, according to the evidence in this case, car was properly loaded.

It is hereby ordered and adjudged that the defendant be fined the sum of \$25.00 and costs for the violation of Order No. 168, as alleged in the complaint. For all of which let execution issue.

Oklahoma City, June 9, 1914.

ORDER No. 824.

Cause No. 1934.

Dr. W. H. Watson, *et al.*, Elk City,
Complainants,

v.

Elk City Ice, Fuel & Light Company,
Defendant.

APPEARANCES:

For Complainants: R. E. Echols;

For Defendant: Mr. Linville.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The complaint alleges in substance that the defendant discriminates in its rates; that some consumers were charged 15 cents per K. W. while others were charged 10 cents. Also alleges that meter deposits are required and not returned unless receipt for same is presented.

There was no evidence to support the complaint other than may be inferred from the scale of rates.

It appears that defendant has a rate of 15 cents per K. W. for the first 67 K. W. used and a maximum of \$10.00 for the use of 100 K. W.

There could be few, if any, domestic consumers use more than 50

K. W. per month for purely domestic consumption, and the public is not complaining of the rates because they can secure 100 K. W. for \$10.00.

The complaint is dismissed.

Oklahoma City, June 9th, 1914.

ORDER No. 825.

Cause No. 1947.

C. H. Boynts, *et al.*, Cleveland,

Complainants,

v.

Pioneer Gas Company,

Defendant.

APPEARANCES:

For the Complainants: H. C. Hill, in *propria persona*;

For Defendant: Randolph, Haver and Shirk, Attorneys.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

Complaint was filed by citizens of Cleveland against the Pioneer Gas Company, alleging that on the 6th day of February, 1914, the gas pressure from the lines of defendant was too low for any use; that the public school had to be closed on account of excessive cold and no gas for heat; that residences and business houses could not be kept comfortable, and that the pressure was too low even for cooking. The complainants pray for an order requiring the defendant to provide an adequate supply of gas.

The evidence shows that frequently during the cold winter months of 1913-14, the gas pressure in the town of Cleveland was very low, and that on the sixth day of February, 1914, there was not sufficient gas for cooking the meals for the citizens of the town and the guests of hotels and restaurants.

The evidence shows that the mains of defendant company are connected with seven gas wells, and defendant claims that the supply of gas from such wells is ample to take care of the needs of its patrons. Evidence was offered to the effect that many houses were piped with three-eighths and half inch pipe and that such pipe is too small to supply gas for heat and cooking in such houses; however, it was shown by the same witnesses that if all connections were on one inch and one and one-fourth inches, the pressure would still be inadequate.

If the claim of defendant that there is an ample quantity of gas from the connected wells, is true, the difficulty is evidently due to lack of sufficient compressor stations, which the defendant should supply to provide its patrons with proper service. If the trouble is due to inadequacy of the gas from the connected wells, defendant should arrange to connect up other wells, or if necessary build pipe-lines to such fields as are known to contain abundant quantities of gas. It is the duty of the defendant engaged as it is in a public service business, to furnish to the public adequate service, as far as is possible, with available facilities.

The Pioneer Gas Company is ordered to furnish adequate supply of gas for domestic consumption in the town of Cleveland at all times. This order to take effect on and after the first day of July, 1914.

Oklahoma City, June 9, 1914.

ORDER No. 826.

Cause No. 1883.

Jno. W. Shields, *et al.*, Oklahoma City,
Complainants,

v.

Oklahoma Gas & Electric Company,
Defendant.

APPEARANCES:

For Complainants: George Giddings and J. T. Dortch;

For Defendant: Paul K. Reiss and W. R. Molinard.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

Complaint in this case was filed by residents and property owners in Shields Addition to Oklahoma City, alleging in substance that the defendant neglected and refused to extend natural gas service to said addition, and prays that the Commission require the defendant to extend service to said addition.

The Shields Addition, as shown by the evidence, is located in the southeastern part of the city and contains approximately 270 acres; that same has been laid out in blocks, lots, boulevards, streets and alleys; that upon portions thereof about 100 resident houses have been erected; that on that part of the addition south of 24th Street, west of Shields Boulevard, north of 30th Street and east of Santa Fe Avenue, are about

seventy houses and of that number gas service is desired for thirty-five at the present time; that these thirty-five houses are substantial construction ranging in size from five to sixteen rooms and cost from \$1200 to \$3600; that this is a restricted district, no house being permitted to be built on Shields Boulevard costing less than \$2,000, and on other streets not less than \$1,200. Of the houses that now desire gas service, twenty of them are five-room, nine six-room and one sixteen-room.

It was claimed by complainants' witnesses that if gas service could be had a much larger number of houses would demand the service. Witnesses on behalf of defendant stated that the average annual gross rentals for gas service for the class of houses described herein would be \$20.00. Concrete examples of the actual cost of gas for a number of houses in the different parts of the city for twelve months were offered by complainants and these bills ranged from \$20.00 to \$69.00. The average cost per house for domestic consumption in Oklahoma City during the fiscal year 1913 was \$38.29.

Wescott's Hand Book of Natural Gas, page 44, which book was written by the engineer for the Metric Metal Works, says: "The average annual income of a domestic meter in small cities where natural gas sells for 25 cents per thousand cubic feet is approximately \$30.00. In large cities the average will be slightly higher. The foregoing is true in southern as well as the northern states." From this evidence the Commission concludes that the average consumption could not be less than \$30.00 per meter in the Shields Addition.

To make the extension desired by complainants it would be necessary to lay about 1450 feet 6 inch pipe and 4950 feet of 4 inch pipe to serve the thirty-five houses desired. This would cost, according to estimates made by the engineer of the gas company \$3,315.56 and according to the engineer of the Commission \$2,800.00. Thirty-five houses at \$30.00 per house would produce a gross income of \$1,050.00 per annum. It is shown that the net receipts of the company are 17.8 per cent. of the gross income, hence the net income from these thirty-five houses would be \$186.90. The defendant insists that it should receive a sufficient net income to pay interest on the investment and to take care of depreciation, which it claims would be based on a period of twenty years at 5 per cent. annually.

The depreciation of gas pipe lines depends entirely upon the quality of the ground upon which they are laid, as to whether there are chemicals or acids in the ground that would deteriorate the pipe more rapidly. E. H. Graham, Manager of Crane & Company has written that "lead joint pipe which has been installed for twenty-five and thirty years has been found in A-1 condition. We have also a record of a gas line which

was laid eighteen years ago and was dug up and relaid, using the Dresser style of joint in the relaying. Our customers were able to use all of the joints as they found it (them) in good condition. We also have a record of several oil lines which were laid in Indiana in 1894, which are in good service." Hence, we conclude that 4 per cent. would be a reasonable allowance for depreciation in this case.

The net profits, as shown above, are \$186.90. This amount would pay 8 per cent. on \$2,336.00, four per cent. of which for depreciation and four per cent. for interest. It would pay 10 per cent. on \$1,869.00, 4 per cent. of which for depreciation and 6 per cent. for interest.

It is the duty of the defendant to extend its service to all parts of the city where the approximate net receipts would not show a loss on the investment. If it costs \$3,300 as contended by defendant to make the extension, and the complainants are required to advance \$1,000, this would leave \$2,300 for total cost of extension to the gas company. If the extension only costs \$2,800, as estimated by the Commission's engineer, the total cost to the company would be \$1,800.00.

In the case of *C. A. Clark, et al., v. Oklahoma Gas & Electric Company*, 4th Annual Report 1912, page 545, the Commission said: "It is not known to any one how long gas will be available for use and expensive gas equipment would be used but little for artificial gas when the supply of natural gas becomes exhausted." On page 448, it further said: "The charter granted to the defendant by the people of Oklahoma City only requires these extensions where the same will not show a loss and this appears to be fair, and the Commission feels that the ordinance should be followed. The meaning of what it takes to constitute a loss has never been judicially determined, hence we must put our own construction on the same for the time being."

It is our conclusion that the complainants should advance \$1,000 on the cost of this extension and this appears to be giving the defendant the benefit of the doubt. However, in this addition there are approximately 100 houses without any opportunity to secure gas service except through the defendant. Under all the circumstances in this case, the Commission should resolve the doubts in favor of the complainants where the same may be done without doing injustice to the defendant.

It is, therefore, ordered that the defendant, the Oklahoma Gas & Electric Company extend its 6 inch gas main in the alley between Shields Boulevard and Oklahoma Avenue, Shields Addition, Oklahoma City from a connection with the terminus of said line in said alley between 25th and 26th street, south, to reach a point in said alley between 29th and 30th street, south, as may be necessary to supply gas

to applicants in the blocks lying between 26th and 27th, between 27th and 28th, between 28th and 29th, and between 29th and 30th streets, south, to such points as may be necessary to serve applicants between the said 23rd and 30th streets and between Shields Boulevard and Santa Fe Avenue; that said mains and laterals shall be completed and ready for connection of service pipes to the various houses of applicants on or before the 1st day of August, 1914, and shall by such date be ready to set meters and furnish service to all applicants therefor, provided that applicants or any of them shall on or before the 15th day of June, 1914, pay to defendant in advance for the cost of such construction the sum of \$1,000. In the event the \$1,000 is not paid by June 15th, 1914, the defendant shall construct said extension within forty-five days after the same shall have been paid unless conditions shall change in the meantime, whereby the Commission should set this order aside.

Oklahoma City, June 9th, 1914.

ORDER No. 827.

Cause No. 1884.

C. W. McKinnon, *et al.*,

Complainants,

v.

North Canadian Valley Railway Company,
Defendant.

APPEARANCES:

For Complainants: Geo. A. Fitzsimmons, Atty.

For Defendant: John W. Shartel, Owner.

FINDINGS OF FACT, OPINION AND ORDER.

By the Commission:

The petition in this case alleges in substance that the defendant had discontinued street car service on that portion of its track extending west from the Santa Fe Railway to the intersection of C. Avenue and Robinson Street, in Capitol Hill; that by reason of said discontinuance the citizens in this particular section of Capitol Hill were inconvenienced and that their property was depreciated in value.

The defendant answered setting forth that there are other street car facilities within one block of a part of the people discommoded by the discontinuance of this service and within three blocks of others; that the Commission heretofore approved the plan whereby this service was to be eliminated; that if this service were maintained on the dis-

continued part of this system, those people living in what is known as the Shillings Addition to Capitol Hill consisting of a population of about twelve hundred people, would be greatly discommoded; that this line did not pay operating expenses.

There was but little dispute as to the facts. It is shown from the evidence that by the operation of two cars on the discontinued track for a period of eighteen hours, the total gross daily revenue is \$3.50. When the Commission approved the plan of discontinuing this service in order that the street railway system might be so operated that transfers could be had between all lines, it was evident to the Commission that on a revenue of \$3.50, that it was only a question of time when this service would be discontinued, and that it was probably better for these people to walk the additional block and at the same time secure better service for other parts of Capitol Hill, and afford those citizens living along the defendant's line an opportunity to secure transfers to all parts of the city without additional charge.

Under all the evidence and circumstances in this case, the Commission finds that this part of the road cannot be operated except at a loss and that there is not sufficient inconvenience and necessity shown to justify requiring the operation of this part of the system at a loss.

The complaint will be dismissed without prejudice and may be renewed at any time should conditions change.

Oklahoma City, June 9, 1914.

ORDER No. 828.

Cause No. 2044.

In re Gas Rates at Muskogee, Oklahoma.

On the 20th day of March, 1914, the Muskogee Gas and Electric Company filed an application with the Commission to approve certain rates, stating that the scale of rates proposed was to eliminate discriminations and that there was a slight raise on gas for manufacturing purposes and a reduction on gas for domestic purposes; that upon the whole, the gross revenue of the company would remain substantially the same.

The first rate submitted was rejected by the Commission and a second application filed, which was approved by the Commission with the understanding at that time should the public be dissatisfied with the same, complaints should be filed and the Commission take such action upon the filing of complaints as may be proper to protect the interest of all concerned.

The new rates are to go into effect June 1st and bills will be payable under the same the first of July. The complainants now ask that the rates be suspended pending investigation. Commissioner Watson was at Muskogee and investigated the matter to some extent and is clearly of the opinion that the rates should be suspended during the hearing.

It is, therefore, ordered that the old rates heretofore maintained at Muskogee shall remain in effect pending the hearing in this case, upon condition that the manufacturing industries and all other parties affected shall pay what shall finally be determined to be a just and reasonable rate under all the conditions at Muskogee from May 1st, 1914. Pending the hearing there shall only be collected from manufacturing industries and other parties affected the scale of rates in force prior to July 1st, and should the adjustment of rates be finally established higher than now in force, the complainants in all the cases filed and all other parties affected will be required to pay the additional amount, if any, under the new rates when finally established by the Commission.

Oklahoma City, June 8, 1914.

INFORMAL COMPLAINTS

During the year hundreds of complaints, which otherwise would have involved court proceedings and court costs were settled by the Commission wholly by correspondence. These informal complaints do not include controversies settled by individual members of the Commission, while away from the Commission's office. Neither do they include differences adjusted by telephone, or complaints disposed of by conference or adjustments with special representatives employed by corporations. They do include many cases where, because of emergency, formal procedure would have been inadequate. Many propositions on which there would be controversy in the courts, are handled on the precedent established, a simple statement of facts bringing necessary relief. A partial list of these informal complaints follows:

Complainant.	Address.	Defendant.	Subject.	Disposition.
Alva Roller Mills	Alva	Santa Fe	Gain embargo	Adjusted.
W. Bashire	Waynoka	Santa Fe	Delay to time check	Return secured.
J. H. Hays	Waynoka	Santa Fe	Damage honey	Platform constructed.
C. R. Scott	Capron	Santa Fe	Depot platform	Check secured and forwarded complainant.
C. L. Atkins	Shawnee	Santa Fe	Delay to baggage	Shipment accepted and forwarded.
Jas. S. Tuttle	Oklahoma City	Santa Fe & Hummer	Failure to accept shipment	Complainant advised and forwarded petition.
John R. Whayne	Ada	Santa Fe	Hog-tight fence	Fence constructed.
Sefton McHugh	Capron	Santa Fe	Personal injury	Complainant advised to file suit.
J. W. Frank	Waynoka	Santa Fe	Delay coal shipment	Crossing opened.
J. C. Wood	Marietta	Santa Fe	Section line crossing	Referred to city authorities.
R. S. Armour	Galena	Santa Fe	Sidewalks	Satisfactorily adjusted.
F. J. Bretz, et al	Oklahoma City	Santa Fe	Train connection at Ponca City	Secured draft \$8.75.
The Daily Oklahoman	Oklahoma City	Santa Fe	Damage household goods	Stockyards moved.
C. D. Spillman	Oklahoma City	Santa Fe	Stockyards location	Satisfactorily adjusted.
Perry Monroe	Alva	Santa Fe	Drainage	Satisfactorily adjusted.
A. F. Walton	Cashion	Rock Island	Delay to shipments	Satisfactorily adjusted.
Albert Franklin	Stecker	Rock Island	Tele. service in depot	Satisfactorily adjusted.
T. J. Coffey	Erick	Rock Island	Damage household goods	Satisfactorily adjusted.
J. T. Taylor	Baird	Rock Island	Street crossing (Hudson)	Satisfactorily adjusted.
Office	Oklahoma City	Rock Island	K'lag stop	Dismissed.
J. M. Koonce	Monroe	Rock Island	Movement coal	Adjusted.
J. W. Holt	Cold Springs	Rock Island	Hog-tight fence	Satisfactorily adjusted.
Marshal Thomas	Hydro	Rock Island	Train service	Adjusted.
John Carroll	Lehigh	Rock Island	Passenger train service	Satisfactorily adjusted.
J. W. White	Meno	Rock Island	Delay placing refrigerator car	Satisfactorily adjusted.
Boring-Kim Pro. Co.	Clinton	Rock Island	Slow freight train service	Satisfactorily adjusted.
C. E. Davis	Ryan	Rock Island	Passenger connection Lindsay	Satisfactorily adjusted.
F. E. Danner	Lawton	Rock Island	Damage cotton seed	Secured draft for \$546.20.
T. W. Montgomery	Walters	Rock Island	Delay coal shipment	Satisfactorily adjusted.
A. O. Grissom	Snyder	Rock Island	Personal injury	Satisfactorily adjusted.
Thos. Gilliam	Clinton	Rock Island	Delay to hour shipment	Satisfactorily adjusted.
Apache Milling Co.	Apache	Rock Island	Delay to coal shipment	Satisfactorily adjusted.
Shepherd & Sons	Hobart	Rock Island	Delay to livestock	Satisfactorily adjusted.
E. J. Healey & Co.	Oklahoma City	Rock Island	Delay to coal shipments	Satisfactorily adjusted.
Bron Coal Co.	Alva	Rock Island	Loss car hogs	Advised to file claim.
J. H. Phipps	Bridgeport	Rock Island	Failure provide fire depot Temple	Advised to file information.
J. C. Weaver	Gerontimo	Rock Island	Concerning delivery tie shipments	Crossing installed.
A. L. Rippey	Seminole	Rock Island	Freight crossing	Cars furnished.
W. H. Phillips	Walters	Rock Island	Cars for cotton loading	Advised to file information.
Chickasaw Compress Co.	Ardmore	Rock Island	Failure bulletin trains Ardmore	Advised to file information.
R. K. Garfield	El Reno	Rock Island	Delay placing car cattle shipment	Advised to file information.
C. Guy Outlip	Wewoka	Rock Island	Delay placing coal for unloading	Satisfactorily adjusted.
Herdon & Son	Chickasha	Rock Island	Delay handling sand shipments	Petition denied.
Rea Sand Company	Filmore	Rock Island	Flag stop trains 41 and 42	Unsanitary cond. Holdenville dep.
J. M. Coonce	Monroe	Rock Island	Unsanitary cond. Holdenville dep.	Satisfactorily adjusted.
W. Goree	El Reno	Rock Island	Delay passenger service	Satisfactorily adjusted.
E. V. Wolverton	Mannsville	Rock Island		

Complainant.	Address.	Defendant.	Subject.	Disposition.
E. G. Beall & Son	Texhoma	Rock Island	Delay to coal shipments	Adjusted
L. T. Foley	Tishomingo	Rock Island	Delayed freight service	Satisfactorily adjusted
Yukon M. & E. Co.	Yukon	Rock Island	Switching service Minco	Satisfactorily adjusted
Roy M. Felton	Hydro	Rock Island	Train stops	Satisfactorily adjusted
H. B. Wilmeck	Red Oak	Rock Island	Handling LCL shipments	Satisfactorily adjusted
W. C. Slaughter	Milburn	Rock Island	Handling cotton shipments	Satisfactorily adjusted
Herman D. Jenkins	Howe	Rock Island	Failure to bulletin trains	Advised to file information
L. A. Ferral	Hennessey	Rock Island	Train stops	Petition denied account Sup. Ct. ruling
L. M. Smith	Erick	Rock Island	Delay coal shipments	Advised to file information
Tate English Corn. Co.	Oklahoma City	Rock Island	Delay furn. cars cattle shipments	Satisfactorily adjusted
John Blair	Yukon	Rock Island	Blocking crossing	Satisfactorily adjusted
D. C. Womack	Billings	Rock Island	Water in stockyards	Satisfactorily adjusted
G. W. Barefoot	Chickasha	Rock Island	Failure light Pullman car	Satisfactorily adjusted
Ash-Harris	Hobart	Rock Island	Delay LCL shipments	Satisfactorily adjusted
Memo Milling Company	Meno	Rock Island	Delay LCL shipment	Advised to file information
M. Murdock	W. Hill	Rock Island	For cotton platform	Platform constructed
Jas. L. Hyde	Asher	Fort Smith	Fire damage	Fence repaired.
Geo. W. Gadberry	Guthrie	Fort Smith	Switch at Vernon	Switch replaced.
D. R. Hussey	McAlester	Fort Smith	Livestock service	Adjusted
C. W. Board	Okemah	Fort Smith	Livestock shipments	Advised to file information
Okemah M. & E. Co.	Okemah	Fort Smith	Delayed shipments	Adjusted
P. T. Bentler	Lockridge	Fort Smith	Fire damage	Advised to bring suit.
A. N. Rhodes	Navina	Fort Smith	Livestock damage	Adjusted
City Clerk	Sparks	Fort Smith	Delayed shipments	Adjusted
C. H. Williams	Chandler	Fort Smith	Livestock killed	Advised to bring suit.
Geo. C. Fricke	Oklahoma City	Fort Smith	Delayed train	Adjusted
C. W. Board	Okemah	Fort Smith	Train connection	Adjusted
Canadian M. & E. Co.	W. Penn	Fort Smith	Cars for loading	Adjusted
W. R. Woods	Meridian	Fort Smith	Drainage	Adjusted
B. Halsey, et al.	Leopola	Fort Smith	Refer depot facilities	Adjusted
J. M. Dimmitt	Prairie	Fort Smith	Failure to whistle	Adjusted
I. A. Way	Prairie	Fort Smith	Damage to livestock	Adjusted
M. Lucien	Bluffton	Fort Smith	Location of elevator	Adjusted
W. H. Johnson	Verdant	Fort Smith	Repair farm crossing	Adjusted
Mrs. A. B. Jarrett	Prairie	Fort Smith	Underground crossing	Information furnished.
A. N. Rhodes	Navina	Fort Smith	Train connection	Information furnished.
W. J. Runch	Crowder	Fort Smith	Car shortage	Adjusted
I. M. Walker	Richland	Fort Smith	Placing of cars	Adjusted
Johnson Grain Co.	Lockridge	Fort Smith	Damage to livestock	Claim presented to company.
W. B. Scruggs	Leopola	Fort Smith	Damage to livestock	Claim presented to company.
R. A. Babon	Kinta	Fort Smith	Damage to livestock	Claim presented to company.
Geo. E. Bineham	El Reno	Fort Smith	Delayed train	Referred to company.
R. E. Grifflin	Guthrie	Fort Smith	Pending right of way	Payment made.
Geo. Griffin	Richland	Fort Smith	Delayed time check	Information furnished.
W. A. Dill	Castle	Fort Smith	Delayed feed car	Information furnished.
W. N. Summers	Oklahoma City	Fort Smith	Pending bulletin board	Information furnished.
Leyns Piano Co.	Dallas	Fort Smith	Delayed shipments	Information furnished.

Complainant.	Address.	Defendant.	K.	Subject.	Disposition.
R. L. Savage	Fort Smith, Ark.	Ft. S. & W.-M. K. & T.	O	Overcharge	Adjusted.
A. B. Slocum	Independence, Kan.	Ft. S. & W.-M. K. & T.	O	Failure stop caboose Welseetka	Adjusted.
R. B. Lindley	Decatur, Texas	C. & O.	O	Service letter	Letter furnished.
Ross McCord	Strong City	C. & O.	O	Refusal to accept cars	Information furnished.
Stam Green	Butler	C. & O.	O	Water in stock pens	Adjusted.
A. B. Hurley	Butler	C. & O.	O	Cars for livestock shipments	Adjusted.
J. C. Deaning Co.	Butler	C. & O.	O	Fencing right of way	Adjusted.
Okla. Reaching Co.	Butler	C. & O.	O	Appropriating tank car	Adjusted.
T. E. Mullins	Oklahoma City	C. & O.	O	Farm crossing	Crossing repaired.
T. E. Postlewait	Butler	C. & O.	O	Fencing right of way	Information furnished.
Hinton Milling Co.	Hinton	C. & O.	O	Cars for livestock shipment	Adjusted.
Thos. W. Allen	Butler	C. & O.	O	Cars for loading	Adjusted.
Fred Zobisch	Hinton	C. & O.	O	Shrinkage stock cars	Information furnished.
J. O. Parker	Oklahoma City	C. & O.	O	Drinking water in depots	Information furnished.
J. W. Proffit	Alme	K. C. M. & O.	O	Movement of livestock	Information furnished.
C. M. Hammer	Alme	K. C. M. & O.	O	Time check	Adjusted.
W. O. Crow	Ararview	K. C. M. & O.	O	Sheriff's permit	Permit furnished.
G. E. Mayse	Arapaho	K. C. M. & O.	O	Heating cars	Information furnished.
W. L. Cian	Wichita, Kan.	K. C. M. & O.	O	Delayed shipment	Satisfactorily adjusted.
Webster & McGinnis	Laverne	K. C. M. & O.	O	Cars for grain loading	Information furnished.
L. L. Mitchell	Oakwood	K. C. M. & O.	O	Delayed shipment	Information furnished.
W. K. Donnell	Weatherford	K. C. M. & O.	O	Delay in placing cars	Information furnished.
Wilbur Miltrenburger	Fairview	K. C. M. & O.	O	Failure to furnish cars	Information furnished.
Lee Moore	Blair	K. C. M. & O.	O	Cotton shipments	Adjusted.
E. R. Williams	Chelsea	K. C. M. & O.	O	Delayed shipment household gds.	Adjusted.
Town of Lone Wolf	Lone Wolf	K. C. M. & O.	O	Lighting station, etc.	Adjusted.
W. P. Wild	Canton	K. C. M. & O.	O	Street crossing	Information furnished.
Chas. H. Welch	Lone Wolf	K. C. M. & O.	O	Lighting stations	Information furnished.
C. W. Cassman	Custer City	K. C. M. & O.	O	Dangerous switching	Information furnished.
H. E. Willis	Oakwood	K. C. M. & O.	O	Fire loss	Advised to bring suit.
W. C. Keller	Oakwood	K. C. M. & O.	O	Placing cars	Information furnished.
F. C. Crenshaw	Sulwell	K. C. M. & O.	O	Station agent	Adjusted.
Dan H. Patton	Poteau	K. C. S.	S	Excess fare	Information furnished.
T. R. McCoy	Heavener	K. C. S.	S	Loss of trunk	Information furnished.
Mr. Wallbun	Howe	K. C. S.	S	Delayed shipments	Adjusted.
Wilburn, Bush & Son	Poteau	K. C. S.	S	Ice shipments	Information furnished.
Hugh Foney	Baron	K. C. S.	S	Discourteous treatment	Information furnished.
J. W. Cunningham	Sulwell	K. C. S.	S	Lights in depot	Adjusted.
R. M. Mayfield	Stilwell	K. C. S.	S	Fencing right of way	Adjusted.
Rowton Bros. & Co.	Heavener	K. C. S.	S	Lost shipments	Claim presented to company.
W. B. Collins, et al	Trutt	K. C. S.	S	No fire in depot	Adjusted.
P. J. Gore	Westville	K. C. S.	S	Fencing right of way	Adjusted.
G. T. Carshall	Conser	K. C. S.	S	Railroad crossing	Satisfactorily adjusted.
J. W. Navert, et al	Bighart	Midland Valley		Removal stockpens	Information furnished.
J. S. Lawhorn, et al	Jenks	Midland Valley		Freight service	Information furnished.
Wm. J. Hoadley	Bokoshe	Midland Valley		Delay to coal shipment	Adjusted.
Tom Wall	Poteau	Midland Valley		Shipment gas pipe	Information furnished.
J. F. Kays	Bixby	Midland Valley		Excess fare	Information furnished.

Complainant.	Address.	Defendant.	Subject.	Disposition.
Chas. Chase	Tulsa	Midland Valley	Time check	Payment made.
W. E. Heaton	Forker	Midland Valley	Charges cattle dipping	Information furnished.
S. M. Abbott	Hillside	Midland Valley	Grain doors for cars	Information furnished.
J. T. Pearson	Bignart	Midland Valley	Dipping cattle	Information furnished.
J. T. Lewis	Stigler	Midland Valley	Railroad crossing	Crossing repaired.
J. W. Stapleton	Stigler	Midland Valley	Railroad crossing	Crossing installed.
John Shoenborn	McPherson, Iowa	M. K. & T	Service letter	Letter furnished.
S. H. Cannon	Winona	M. K. & T	Reopen depot	Information furnished.
R. D. Mardh	Checotah	M. K. & T	Failure furnish stockcar	Information furnished.
R. F. Teague	Wayside	M. K. & T	Asking improved sta. facilities	Information furnished.
R. Jones	Wicher	M. K. & T	Damage to hay	Payment of \$82.50 made.
J. M. Ray	Welch	M. K. & T	Posting bulletin board	Adjusted.
Milton Thompson	Cushing	M. K. & T	Depot location	Information furnished.
C. B. Sublett	Hallett	M. K. & T	Time check	Payment made.
W. D. Roberts	Shawnee	M. K. & T	Overcharge	Information furnished.
W. W. Red	Cushing	M. K. & T	Delayed shipment	Adjusted.
W. L. Cushenberry	Wann	M. K. & T	Protesting selection of agent	Information furnished.
J. I. Wood	McAlester	M. K. & T	Asking for crossing	Information furnished.
W. S. Sherman	Broken Arrow	M. K. & T	Warehouse on right of way	Adjusted.
Jamison Lumber Co	Oklahoma City	M. K. & T	Bulletin for trains Copeland	Adjusted.
Mrs. Willie Osborn	South Coffeyville	I. M. & S.	Train connection	Advised to file formal complaint
J. M. Houghons	Hazel	M. K. & T	Excess fare	Adjusted.
J. H. Parker	Cleveland	M. K. & T	Placing car for melons	Information furnished.
A. F. Coker	Denison, Texas	M. K. & T	Repair right of way fence	Adjusted.
H. T. Reub	Oklahoma City	M. K. & T	Excess fare	Information furnished.
G. M. Sharum	Muskogee	M. K. & T	Settlement employes	Complaint sent to company.
W. H. Odor	Cushing	M. K. & T	Station facilities Colbert	Adjusted.
W. L. Britton	Arcadia	M. K. & T	Railroad crossing	Information furnished.
T. A. Sasser	Tulsa	M. K. & T	Hog-tight fence	Adjusted.
T. J. Stamps	Luther	M. K. & T	Street crossing	Information furnished.
D. C. Castle	Prue	M. K. & T	Grain box	Box installed.
W. A. Graham	Chetopah, Kan.	M. K. & T	Livestock killed	Claim presented to company
Chas. Ehrig	Pryor	M. K. & T	Re-establishing agency Russell Creek	Adjusted.
E. D. Prowant	Durant	M. K. & T	Wrongful delivery bill of Lad. Recv. bard by St. Lhm.	Information furnished.
A. F. Manning	Agra	M. K. & T	Shorfrage coal	Adjusted.
S. P. Knox	Caddo	M. K. & T	Hog-tight fence	Information furnished.
Ray Bartholomew	Savanna	M. K. & T	Train stops	Adjusted.
E. T. McNeal	Tulsa	M. K. & T	Stock pens	Information furnished.
S. H. Cannon	Luther	M. K. & T	Station facilities	Formal complaint filed.
M. H. Cochran	Adair	M. K. & T	Repairing right of way fence	Fence repaired.
R. M. Mountcastle	Fort Gibson	M. K. & T	Asking waiting room kept open night	Information furnished.
W. W. J. Holt	Stillwater	M. K. & T	Payment personal services	Adjusted.
W. B. James	Red Bird	M. K. & T	Excess fare	Information furnished.
M. S. Speyers	Olesa	M. K. & T	Delayed coal shipment	Information furnished.
Sam H. Johnson	Coweta	M. K. & T	Heat in waiting room Alsuma	Adjusted.
			Establishing agency	Information furnished.
			Cars cattle shipments	Information furnished.

Complainant.	Address.	Defendant.	Subject.	Disposition.
P. L. Newton	Coweta	M. K. & T.	Cars cattle shipments	Information furnished.
R. J. Boone	Tulsa	M. K. & T.	Headlight on engine	Information furnished.
W. T. Cleeton	Stilwell	M. K. & T.	Better phone service in depot	Adjusted.
W. S. Richards	Stilwell	M. K. & T.	Checking baggage	Information furnished.
I. H. Willis	McAlester	M. K. & T.	Ticket clerk McAlester	Adjusted.
Maud D. Sifers	Oklahoma City	M. K. & T.	Excess fare	Fare refunded.
McAlester Fuel Co.	McAlester	M. K. & T.	Shortage fuel shipments	Adjusted.
L. Houston	Hazel	M. K. & T.	Track conditions	Information furnished.
F. L. Coyte	Lehigh	M. K. & T.	Delay to shipment	Information furnished.
C. E. Momand	Shawnee	M. K. & T.	Mis-handling baggage	Information furnished.
Oklahoma City T. & A. Co.	Oklahoma City	M. K. & T.	Delayed shipments	Information furnished.
J. W. S. Bower	Broken Arrow	M. K. & T.	Grain doors for cars	Adjusted.
L. W. Duncan	Teague	M. K. & T.	Service Shawnee station	Information furnished.
R. E. Allen	Perry	M. K. & T.	Right of way fence	Adjusted.
L. V. Ford	Dewey	M. K. & T.	Telephone in depot	Adjusted.
McAlester Fuel Co.	McAlester	M. K. & T.	Loss of coal in transit	Adjusted.
S. H. Cannon	Winona	M. K. & T.	Keeping depot closed	Adjusted.
Jas. Yarbrough	Durant	M. K. & T.	Train stops	Adjusted.
E. F. Fulton	Pryor	M. K. & T.	Delayed cars	Information furnished.
Robt. H. Owry	Houston, Texas	M. K. & T.	Excess fare	Information furnished.
V. A. Rankin	Shawnee	M. K. & T.	Train stop Seaton's crossing	Adjusted.
Harry McNimrey	Tulsa	M. K. & T.	Train connections	Information furnished.
H. C. Snyder	Oklahoma City	M. K. & T.	Delayed shipment	Adjusted.
C. C. Jenkins	Bluejacket	M. K. & T.	Blocking of crossing	Adjusted.
Vaught & Ready	Oklahoma City	M. K. & T.	Loss of mule	Claim presented to company.
Ed J. Coyte	Morrison	M. K. & T.	Fencing right of way	Adjusted.
John T. Landrum	Hodenville	M. K. & T.	Damaged coal shipment	Information furnished.
Jas. H. Ford	Wagoner	M. O. & C.	Fire in depot	Adjusted.
Miller & Reardon	Enid	M. O. & C.	Station Shelter Ross	Advised to file formal complaint.
Alvin E. Smith	Weatherford	M. O. & C.	Refusing deliver cars connecting roads	Adjusted.
W. A. Delaney, Jr.	Dustin	M. O. & C.	Delayed coal shipment	Information furnished.
Bernice Grain Co.	Calvin	M. O. & C.	Extension motor car service	Satisfactorily adjusted.
H. C. Frost	Hitchita	M. O. & C.	Fencing right of way	Satisfactorily adjusted.
R. E. Jones	Bernice	M. O. & C.	Station facilities	Information furnished.
J. E. Gardner	Hitchita	M. O. & C.	Shortage grain cars	Cars furnished.
P. G. Sweet	Pensacola	M. O. & C.	Train service	Satisfactorily adjusted.
Cal Crawshaw	Awood	M. O. & C.	Train service	Satisfactorily adjusted.
E. A. Edmundson	Ketchum	M. O. & C.	Cattle guards	Adjusted.
W. H. Allison	Calvin	M. O. & C.	Payment of wages	Information furnished.
J. I. Helmark	Bear	M. O. & C.	Right of way fence	Information furnished.
C. M. Threadgill	Steedman	M. O. & C.	Depot and sidetrack facilities	Information furnished.
A. B. Chapek	Lula	M. O. & C.	Agent removed violation duty	Agent removed by company.
G. M. Shepherd	Coalgate	M. O. & C.	Cattle guards and right of way	Information furnished.
J. W. Cope	Enid	M. O. & C.	Installation of switch	Information furnished.
	Steedman	M. O. & C.	Coal shipments	Adjusted.
	Atwood	M. O. & C.	Delayed feed shipments	Information furnished.
		M. O. & C.	Hog killed by train	Claim presented to company.

Complainant.	Address.	Defendant.	Subject.	Disposition.
A. B. Mays	toka	M. O. & G.	Delayed shipments	Advised to file for mal complaint.
Caddo Construction Co.	Jaddo	M. O. & G.	Delayed shipments stone	Adjusted.
J. E. Green	Oklahoma City	M. O. & G.	Baggage trucks	Adjusted.
Chester Transfer Co.	Wapanucka	M. O. & G.	Railroad crossing	Adjusted.
Lee Thomas	Calvin	M. O. & G.	Right of way fence.	Adjusted.
G. W. O'Neal	Clarita	M. O. & G.	Railroad crossing	Satisfactorily adjusted.
W. J. Walton	Bromide	M. O. & G.	Train service	Satisfactorily adjusted.
C. P. Williams	Miami	M. O. & G.	Right of way fence.	Adjusted.
W. A. Stovall et al	Akwood	M. O. & G.	Fencing right of way	Information furnished.
Robert Galbraith	Tulsa	M. O. & G.	Removal of tracks	R. R. Co. refused permission to move.
H. E. Morris, et al	Lula	M. O. & G.	Changing name of station	Name changed from Moller to Lula.
Chas. E. Head	McAlester	M. O. & G.	Train service	Adjusted.
Bert Swearingen	Muskogee	M. O. & G.	Baggage on motor cars	Information furnished.
William Sherry	Oklahoma City	M. O. & G.	Personal injury	Information furnished.
McDonald Coal Co.	Enid	M. O. & G.	Heating and lighting cars	Adjusted.
Ira Stephenson	Caney	M. O. & G.	Railroad crossing	Crossing installed.
Ira J. Myers	Ahosa	M. O. & G.	Heating station Clarita	Adjusted.
J. A. Carter	Calvin	M. O. & G.	Discourteous agent	Agent dismissed.
S. F. Swaine	Kingston	M. O. & G.	Delayed shpmt household gds	Adjusted.
W. B. Faulkner	Manitou	Frisco	Sidetrack	Advised to file formal complaint.
Jim Biakley	Leflore	Frisco	Cow killed by train	Satisfactorily adjusted.
Sapulpa Compress Co	Sapulpa	Frisco	Concentration cotton shpmts	Satisfactorily adjusted.
Leger Mill Co.	Aitua	Frisco	Failure to furnish car	Car furnished.
T. U. Cooke	Thomas	Frisco	Installation elevator right of way	Information furnished.
C. A. Fisher	Platter	Frisco	Station facilities	Information furnished.
F. L. Ryan	Valley	Frisco	Train service	Advised to file formal complaint.
O. N. Borden	Okmulgee	Frisco	Bulletin for trains	Information furnished.
Frank Haley	Henryetta	Frisco	Refusal sign receipt for fare	Satisfactorily adjusted.
B. M. Van Orman	Sapulpa	Frisco	Handling cars and B-L	Satisfactorily adjusted.
J. L. Taylor	Woodville	Frisco	Drainage right of way	Satisfactorily adjusted.
Hillborn Refining Co.	Cushing	Frisco	Delayed shipments	Information furnished.
F. J. O'Neil	Tulsa	Frisco	Train service	Information furnished.
C. E. Tinning	Tahlequah	Frisco	Emigrant car	Information furnished.
Horner Morris	America	Frisco	Car steps	Satisfactorily adjusted.
M. F. Jones	Lawton	Frisco	Delayed shipments of cotton	Satisfactorily adjusted.
T. C. Wood	Westville	Frisco	Railroad crossing	Adjusted.
J. B. Whiteside	Fort Smith, Ark	Frisco	Excess fare	Information furnished.
C. E. Hendricks	Chelsea	Frisco	Cars for loading	Information furnished.
A. F. Hendricks	Rialr	Frisco	Shipping facilities	Adjusted.
E. E. Harrell	Jones	Frisco	Right of way fence	Fence repaired.
John Burns	Fort Smith, Ark	Frisco	Excess fare	Information furnished.
A. K. Boggs	Oklahoma City	Frisco	Violation Order 804	Information furnished.
Charles West	Oklahoma City	Frisco	Railroad bridge	Bridge repaired.
J. G. Cronin	Perry	Frisco	Train service	Satisfactorily adjusted.
S. C. Kealther	Indianola	Frisco	Damage to automobile	Claim presented to company.
J. B. Pantler	Bixby	Frisco	Refusal to check baggage	Information furnished.

Complainant.	Address.	Defendant.	Subject.	Disposition.
Jasper Sipes Co.	Oklahoma City	Frisco	Shipment books LCL.	Company authorized move books on 3d class rate.
U. L. Robards.	Miami	Frisco	Delayed shipment	Information furnished.
Eyrd & Brown	Chelsea	Frisco	Elevator location	Application presented to company.
S. J. Cox	Bristow	Frisco	Claim for wages	Information furnished.
Mrs. Captola Clark	Sapulpa	Frisco	Lost suit case	Secured check for \$4.50.
Riley Keys	Welling	Frisco	Damage to wheat shocks	Satisfactorily adjusted.
C. C. Gardner	Okmulgee	Frisco	Train service	Information furnished.
W. E. Johnson	Perry	Frisco	Blocking crossing	Information furnished.
R. O. Claycomb	Indianahoma	Frisco	Telegraph service	Information furnished.
M. M. Dorton	El Reno	Frisco	Service letter	Reinstatement ordered by company.
H. B. Martin	Simpson	Frisco	Discharged from service.	Letter furnished.
W. B. May	Chandler	Frisco	Service letter	Compromise payment offered by company.
S. C. Osborn	Christie	Frisco	Hog killed by train	Satisfactorily adjusted.
Millerton Lumber Co.	Millerton	Frisco	Industrial track	Adjusted.
F. M. Mounce.	Manitou	Frisco	Water in waiting room	Satisfactorily adjusted.
I. M. Cox	Mill Creek	Frisco	Delay in waiting freight	Adjusted.
W. C. Butler	Christie	Frisco	Cow killed by train.	Satisfactorily adjusted.
W. F. Malley	Depew	Frisco	Extension sidetrack	Satisfactorily adjusted.
J. S. Harris	Okmulgee	Frisco	Ice shipment	Adjusted.
Oscar Bridge	Chandler	Frisco	Water in stockpens	Information furnished.
C. W. Cartwell	Tulsa	Frisco	Violation Order No. 804	Claims returned by company.
E. B. Moore	Davenport	Frisco	Asked return of claims	Information furnished.
S. A. Smith	Oklahoma City	Frisco	Violation Order No. 804	Information furnished.
Lee Crossley	Luther	Frisco	Ice shipment	Information furnished.
H. A. Kilpatrick	Marietta	Frisco	Violation Order No. 804	Information furnished.
J. W. Dorsey	Oklahoma City	Frisco	Lack of attention on Pullman	Information furnished.
William Thomas	Sapulpa	Frisco	Service letter	Information furnished.
Mannford Hardware Co.	Mannford	Frisco	Delayed shipments	Complaint withdrawn.
J. S. Mullen	Ardmore	Frisco-M. V.	Train stop	Information furnished.
A. V. Wainwright	Okmulgee	Frisco-M. V.	Refrigerator cars	Information furnished.
C. W. Johnson	Fort Gibson	Frisco-M. V.	Ice shipments	Information furnished.
H. W. Purcell	Guthrie	Frisco-M. V.	Refrigerator cars	Letter furnished.
L. D. Gray	Chelsea	Frisco-M. V.	Service letter	Information furnished.
Fred Boucher	Blue	Frisco-M. V.	Ice shipment	Information furnished.
A. Finn	Sapulpa	Frisco-M. V.	Cattle guards	Satisfactorily adjusted.
C. E. Bear	Lawton	Frisco-M. V.	Refrigerator cars	Information furnished.
E. M. Clark	Fawnee	Frisco-M. V.	Ice shipments	Information furnished.
H. P. Clark	Morris	Frisco-M. V.	Flag station Valley	Flag stop ordered.
Mike Hamby	Kosoma	Frisco-M. V.	Station facilities	Adjusted.
A. H. Palmer	Tuskahoma	Frisco-M. V.	Telephone in station	Telephone installed.
Oscar R. Taylor	Ardmore	Frisco-M. V.	Train service	Advised to file formal complaint.
O. S. Halloway	Luclen	Frisco	Bad condition track	Information furnished.
Madill M. & E. Co.	Madill	Frisco	Extension industrial track	Adjusted.
William Coleman	Pauls Valley	Frisco	Delayed shipment	Information furnished.
Chas. F. Meyer	Okmulgee	Frisco	Hay car	Adjusted.
J. T. Young	Clinton	Frisco	Shade in stock pen	Advised to file formal complaint.
E. L. Fullerton	Olustea	Frisco	Freight service	Adjusted.

Complainant.	Address.	Defendant.	Subject.	Disposition.
E. P. Baldwin.....	Bryant.....	Frisco	Flag stop	Advised to file formal complaint.
Roy Nesbitt.....	Chelsea.....	Frisco	Service letter	Information furnished.
Jas. A. Hanna.....	Luther.....	Frisco	Right of way fence	Fence repaired.
A. S. Russell.....	Sapulpa.....	Frisco	Drive way at station	Information furnished.
P. C. Rambo.....	Morris.....	Frisco	Delayed shipment	Information furnished.
Yahola Sand Co.....	Muskogee.....	Frisco	Failure to furnish cars	Information furnished.
F. W. Keeney.....	Oklahoma City.....	Frisco	Train service	Adjusted.
Ben Wagener.....	Carrier.....	Frisco	Removal station helper	Station helper removed.
S. P. Hardinbrook.....	Stanley.....	Frisco	Stock fence	Satisfactorily adjusted.
S. T. Reese.....	Henryetta.....	Frisco	Payment meats furn. R. R. employes	Information furnished.
W. W. Dawkins.....	Tahlequah.....	Frisco	Train service	Information furnished.
J. C. Olds.....	Tulsa.....	Frisco	Violation Order No. 804	Information furnished.
Standard Roofing Co.....	Tulsa.....	Frisco	Violation Order No. 804	Information furnished.
Morrison Grain Co.....	Morrison.....	Frisco	Cars for stone shipments	Information furnished.
Fred Meder.....	Tuttle.....	Frisco	Wheat weights	Scales tested.
J. G. Leonard.....	Weleetka.....	Frisco	Pay check	Received check for \$17.65.
T. T. Davis.....	Leflore.....	Frisco	Concentration of cotton	Satisfactorily adjusted.
L. A. Jacobs.....	Olustee.....	Frisco	Hog killed by train	Received voucher for \$12.50.
H. E. Edwards.....	Bridgeport.....	Frisco	Telephone in depot	Advised to file formal complaint.
Hugo Transfer Co.....	Hugo.....	Frisco	Delayed baggage	Information furnished.
Mrs. H. C. Findley.....	Oklahoma City.....	Frisco	Station approaches	Approaches put in proper shape.
D. L. Wetmore.....	Bristow.....	Frisco	Noisy switch track	Satisfactorily adjusted.
J. R. Winchester.....	Hugo.....	Frisco	Train connections	Information furnished.
Wagoner & Harris.....	Chandler.....	Frisco	Ejection from train	Information furnished.
H. Twilnam.....	Saskaw.....	Frisco	Fire in depot	Information furnished.
Chas. C. Holman.....	Cordell.....	Frisco	Delayed movement feed	Satisfactorily adjusted.
W. H. Hunt.....	Sapulpa.....	Frisco	Discourteous station agent	Satisfactorily adjusted.
W. T. Simpler.....	Tahlequah.....	Frisco	Viaduct	Information furnished.
Joe Soukup.....	Tahlequah.....	Frisco	Delayed freight shipments	Information furnished.
W. D. Fugatt.....	Enid.....	Frisco	Delayed trains	Information furnished.
William Wright.....	Hobart.....	Frisco	Delayed trains	Information furnished.
J. H. Hamilton.....	Bengal.....	Frisco	Careless handling of baggage	Satisfactorily adjusted.
J. O. Anderson.....	Cement.....	Frisco	Compelling pass. exhibit tickets	Order No. 804 issued.
L. A. Davis.....	Cyril.....	Frisco	Hog killed by train	Information furnished.
Mr. Vandenberg.....	Jones.....	Frisco	Crowded passenger trains	Satisfactorily explained.
F. A. McAllister.....	Tulsa.....	Frisco	Water in stock pens	Satisfactorily explained.
Tate Brady.....	Oklahoma City.....	Frisco	Condition stock pens	Satisfactorily adjusted.
T. F. Rodgers.....	Aitua.....	Frisco	Delayed shipments	Information furnished.
Knowles Grain Co.....	Knowles.....	W. F.	Switch at Ludlow	Satisfactorily adjusted.
Ed McPherson.....	Mokane.....	W. F.	Railroad crossing	Adjusted.
Farmers' Gr. & Sup. Co.....	Vici.....	W. F.	Industrial track	Information furnished.
Shawnee Milling Co.....	Shawnee.....	W. F.	Delayed shipments	Information furnished.
J. L. Donley.....	Forgan.....	W. F.	Grain cars	Cars furnished.
Jim Davis.....	Oklahoma City.....	W. F.	Delayed shipments	Information furnished.
		& N.	Hog shipments	Adjusted.
		& N.	Shipment household goods	Information furnished.

Complainant.	Address.	Defendant.	Subject.	Disposition.
G. M. Matthews.....	Forgan	W. F. & N. W.	Cars for loading.....	Adjusted
George Ellis.....	Altus	W. F. & N. W.	Lights on passenger cars.....	Satisfactorily adjusted.
W. H. Carlock.....	Vic	W. F. & N. W.	Car shortage.....	Satisfactorily adjusted.
Grant Miller.....	Forgan	W. F. & N. W.	Cars for loading.....	Adjusted.
Woodward Fair Assn.....	Woodward	W. F. & N. W.	Authority to hold train.....	Authority granted.
J. E. Love.....	Sharon	W. F. & N. W.	Overcharge.....	Overcharge refunded.
J. M. Armstrong, et al.....	Carpenter	W. F. & N. W.	Station agent.....	Agent installed.
I. L. Hoover.....	Elk City	W. F. & N. W.	Train service.....	Satisfactorily adjusted.
The Leader.....	Frederick	W. F. & N. W.	Train service.....	Satisfactorily adjusted.
Chas. W. Crooks.....	Carter	W. F. & N. W.	Train service.....	Satisfactorily adjusted.
W. H. Housewright.....	Devol	W. F. & N. W.	Train service.....	Satisfactorily adjusted.
L. S. Noble.....	Maupin	W. F. & N. W.	Train service.....	Satisfactorily adjusted.
J. W. Wilson.....	Altus	W. F. & N. W.	Hog-tight fence.....	Fence built.
W. H. Ison.....	Elk City	W. F. & N. W.	Asking for siding.....	Information furnished.
Martha Tel. Co.....	Martha	W. F. & N. W.	Telephone in depot.....	Telephone installed.
D. M. Hale.....	Trail	W. F. & N. W.	Telephone in depot.....	Telephone installed.
George Buntan.....	Vic	W. F. & N. W.	Labor claim.....	Satisfactorily adjusted.
I. H. Borden.....	Mutual	W. F. & N. W.	Fire loss.....	Information furnished.
C. L. Bowers.....	Gate	W. F. & N. W.	Changing name of station.....	Advised to file formal complaint.

List of Informal Complaints Handled Through the Rate Department During the Fiscal Year Ending June 30, 1915

Name.	Address	Railroad	Subject.
I. P. George	Ravina	U. S. Exp. Co.	Various shipments to various.
J. T. Green	Vick	W. F. & N. W.	No facilities to handle stock.
J. J. Cummings	Pauls Valley	A. T. & S. F.	Claim for shortage.
Adam Fitzner	Thomas		Party rates in Oklahoma.
I. C. Anderson	Cement		Melon rates interstate.
Scott & Latimer	Idabel	St. L. & S. F.	Local shipments.
H. L. Nixon	Okema	St. L. & S. F.	Local shipment two animals.
J. T. Lemon	Tuttle	St. L. & S. F.	Delay to shipment seed.
Crowdus Bros.	Oklahoma City	Am. & U. S. Exp.	Rate of package St. Louis to Vict.
C. A. Stromberg	Vick	W. F. Exp.	Shipment hides Muskogee to McAlester.
El Reno Ice Cream Co.	El Reno	U. S. & W. F. Exp.	Mis-routing of shipments.
H. C. Harkness	McAlester	U. S. & W. F. Exp.	Refund on tickets.
A. D. Hurley	Butler	C. R. I. & P. & C. O. & W.	Claiming no response on claims.
Paul Reiss	Muskogee	So. W. Pass. Assn.	Refund credential with tickets.
R. W. Short	Oklahoma City	W. F. & N. W. & Frisco.	Coal rates Frisco points to W. F. & N. W.
W. A. Fleming	Maxwell	St. L. & S. F.	Rate on buggy St. Louis to Ada.
W. F. Maxwell	Achille		Rate on returned bags to Durant.
S. C. Burnette	Cordell	St. L. & S. F.	Storage on baggage.
G. W. Moss	Stroud	St. L. & S. F.	Peach rates Sparks to Stroud.
H. B. Eller	Lawton	St. L. & S. F.	Rate E. O. Norman to Lawton.
J. L. McKinney	Butler		Supt. lumber Topeka to Butler.
Mellinger Bros.	Anadarko		Rate Rough rolled glass St. Louis to Anadarko
Morris & Co.	Oklahoma City	C. & O. W.	Class rates Okla. City to Adamson.
Field Mill & Elev. Co.	Enid	C. R. I. & P.	Adjustment of claim.
Cherokee Creamery Co.	Cherokee	Am. Exp.	Rate Ice Cream Cherokee to Anthony.
C. C. Giddens	Wagon	C. R. I. & P.	Rate sht. syrup Ringgold La. to Ardmore.
Wm. Cameron & Co.	Wagon, Tex		Rate on lumber Hayward, Tex. to Willow, Okla.
Canadian M. & E. Co.	El Reno		Switching rates.
B. E. Duvall	Weatherford		Rate cow & calf Beeville, Tex. to Weatherford Ok
R. D. Wiley	Oklahoma City	Frisco	Loss and damage ship, HH goods.
J. T. Coleman	Ardmore		Demurrage assessed on shtpt.
Okla. Farm Journal	Oklahoma City	U. S. Exp.	Non-delivery shtpt. electrolyte.
F. O. Maples	Supply		Rate on thrashing mach. Battle C. Mich. to Supply.
Ponca City Mill Co.	Ponca City		Switching charge Santa Fe to Katy.
W. D. Mills	Walter		Rate shtpt. corn Eddy to Walter.
E. B. Ham	Jennings		Rate shtpt. corn Fairland to Jennings.
Smith & Smith	Supply		Rate ticket McCurtain to Wichita.
Lee Jobe	LeQuire		Rate ice cream Altus to Chickito.
Altus Ice Cream Co.	Altus	Ft. S. & W.	Rate cattle N. Ft. Worth to Leedy.
J. A. Russell	Leedy	Am. Exp.	Rate shtpt. fence posts Tupelo to Gould.
W. L. Copeland	Hamden	W. F. & N. W.	Overcharge shtpt. flour, bran, etc.
Dascorb Daniels L. Co.	Kansas City		
Thomas Mill Co.	Thomas	St. L. I. M. & S.	

Name	Address	Railroad	Subject
C. F. Trader	Tonkawa		Underch'g. shpt. H. H. goods Coalgate to Tonkawa
Ada Ice & C. S. Co.	Ada		Loss & damage to car coal
S. S. McCall	Kansas City		Time of de. of Western Union messages.
DuPont Powder Co.	Wilmington, Del.	M. O. & G.	Shpt. powder Patterson, Ok. to Henryetta, Ok.
Warren & Miller	Holdenville		Overcharge shpt. frgt. Atwood to Dallas, Tex.
J. S. Elurhard	Comanche		Fruit rates.
Oscar Robinson	Gage	A. T. & S. F.	Underchg. on shpt pot. Minneapolis, Minn. to Gage
Ash Harris L. & C. Co.	Hobart		Underchg. car coal Hartford, Ark. to Hobart
S. A. Fones	Webb City, Mo.		Special rates on screenings for municipal work.
R. M. Tate	Spiro	Ft. S. & W.	Excess fare Ft. Smith to Spiro.
Martin & Newland	Frederick		Delay to shipments.
E. F. Adams	Durant		Lumber rates Tex. to Ia. points to Allen, Okla.
Stofer Merc. Co.	Snyder		Stops allowed on shpt. buggies
Prairie Oil & Gas. Co.	Independence, Kans.		Overchg. shpt. pipe Delaware, Ok. to Cleveland
J. E. Hasselle	Stillwater		Loss & dam. shpt. H. H. gds. Miss. to Stillwater.
Bartlesville Zinc Co.	Collinsville		Rate on salt, Kans. dist. to Okla. City.
S. S. Woodson	Oklahoma City		Rate on melons Gage to Lethbridge, Canada.
Ash Lbr. Co.	Muskogee	Frisco	Shortage shpt. coal.
Farmers & Mer. P. Co.	Tulsa		Delay shpt. potatoes in Tulsa yards.
A. M. Dulaney	Cornish		Rate traction engine Mangum to Waurika.
J. W. Smith	Coweta	C. R. I. & P.	Loss and damage shpt. cattle Coweta to Kan. City
W. I. Hood	Erick		Refund on credential book.
Edgar D. Smith	Seminole	So. W. P. M. B.	Overcharge on telegram.
H. P. Bee	Chicago	So. W. P. M. B.	Refund on credential book.
Chickasha Mill Co.	Chickasha	C. R. I. & P.	Capacity of car ordered.
W. P. Poland	Ardmore		Overcharge on shpt. peaches.
J. E. Miller	Temple		Refund on various shipments.
Home Lbr. & Sup. Co.	Ashland, Kan.		Through rates on lumber.
H. E. Robb	Millerton	C. R. I. & P.	Overcharge on posts Alva to Enid.
S. W. Iron & Met. Co.	El Reno		Rate shipments scrap iron El Reno to Tulsa.
S. M. Gloyd	Oklahom City		Loss and damage shpt. sand Osage to Dewey.
Mrs. C. A. Taylor	Temple	M. K. & T.	Refund on return portion of tickets.
Temple Furn. & U. Co.	Oklahoma City	C. R. I. & P.	O. C. shipment go-carts.
Okl. Millers Assn.	Independence, K'n.		Making cars fit for loading grain, flour, etc.
Prairie Oil & G. Co.	McAlester	A. T. & S. F.	Distance Tulsa to White Eagle.
Ben. Fruit & P. Co.	McAlester	C. R. I. & P.	Lemon rates from California.
B. H. Miller	Tulsa	So. W. P. M. B.	Refund on credential book.
Produce Supply Co.	Bartlesville		Excessive rate on junk.
Okla. Oil & G. Co.	Oklahoma City		Date of incorporation of company.
Mrs. Pugh	Sharon	W. F. & N. W.	Auto rates Texas to Oklahoma City.
Nichols & Shepherd	Galnesville, Tex.		Overcharge on traction engine
Leeper Bro. Lbr. Co.	Delaware		4th class rate Okla. City to Piasterco, Texas,
W. J. Beu	Tulsa	St. L. I. M. & S.	Overcharge on merry-go-round.
F. W. Koppin	Tulsa	M. K. & T. & Frisco	Minimum weight on oats.
Foster Lbr. Co.	Kansas City	C. R. I. & P.	Rate on fence posts.
H. T. Lowe	Greenfield		Movement E. O. from Hatfield, Ark.
A. B. Chapek	Enid		Coal rates to Kans. City, etc.

Name	Address	Railroad	Subject
Water Witch Mfg. Co.	Oklahoma City	C. R. I. & P.	Overcharge drum of amonia.
Carhart Motor Co.	Oklahoma City	Frisco	Loss and damage on auto parts.
Abercrombie Groc. Co.	Chickasha	U. S. Exp.	Overcharge package express.
T. C. Hughes	Tulsa		Asking for freight statistics.
Joe Yunker	Waurika	C. R. I. & P.	Delay to baggage.
Fred Jacobs	Rush Springs	C. R. I. & P.	Charges for icing refrigerator.
M. L. Winters	Saylor	M. K. & T.	Overcharge on ticket Durant to McAlester.
John Shrugshall	Oklahoma City		Overcharge on E. O.
Eutaula Cot. Oil Co.	Eutaula	M. K. & T.	Overcharge on snapped corn.
Wynnewood Comp. Co.	Wynnewood	G. C. & S. F.	Rules governing compression of cotton.
J. C. Anderson	Cement	A. T. & S. F.	Overcharge on watermelon shipments.
W. L. Tanner	Spaulding	C. R. I. & P.	Complaining of ice rates.
New State Coal Co.	Tulsa	Frisco	Loss and damage shipment coal.
Naron & Crawford	Checotah	M. K. & T.	Loss and damage shipment sugar.
S. W. Knepper	Talala	St. L. M. & S.	Delay in furnishing cars.
Nata Lawrence	Okemah	C. R. I. & P.	Delay shipment trunks checked from Clinton.
J. P. Clark	Canadian	M. K. & T.	Agent refusing to accept shipments.
W. S. Haynes	McComb	M. O. & G.	Refusal to check baggage.
A. J. Funk	Oklahoma City	M. O. & G.	Refund on unused ticket.
G. B. Meiser	Milburn	C. R. I. & P.	Complaint of poor train service.
Mrs. B. A. Pinkham	Chickasha		Refusal of gas company to consolidate meters.
Auliers Furn. & U. Co.	Antlers		Ice rates Poteau to Antlers.
J. E. Long	Wagoner		Hay rates to Mulberry, Ark.
D. Hamill	Chickasha	U. S. Exp.	Express rate Pauls Val. to Chickasha.
Brewer-Kiple Gro. Co.	Krebs		Grain rates.
O. C. Jacobs	McAlester		Overcharge car coal Poteau to Hugo.
E. B. Ham	Milburn		Overcharge in weight.
A. M. DeBolt	Jennings		Excess of minimum wts. on hay.
Jenkins & Terwilliger	Warwick	Ft. S. & W.	Overchg. on sht. gin mchy to Castle fr Warwick
Spaulding & Carr	Covington		Coal rates to Covington.
Owsley Denorgan	Garvin		Lumber rates Valliant to Broken Bow.
J. A. Secret	Ralston	W. F. & N. W.	Reduction in freight rates to Okla. points.
H. McKenna	Broken Arrow		Overcharge on sht. show cases.
J. H. Andrews	Stillwater		Classification on chairs.
L. O. Eram	Hobart	M. K. & T.-A. T. & S. F.	Rate sht. H. H. goods.
Levy & Levy	Muskogee	K. C. M. & O.-Frisco	Grain rates Thomas to Hobart.
Oklahoma City M. & E. Co.	Oklahoma City		Rate on melons Minneapolis from Rush Springs.
S. A. Fish	Stonewall	M. K. & T.	Time allowed for unloading cars.
Leeper Bros.	Gainesville		Loss and damage claims shts. Forum to Okla. Cy.
C. S. Vaughn	Morris	Frisco	Overcharge on ticket.
Dr. A. M. Marshall	Chandler	U. S. Exp.	Lumber rates Gainesville, Tex. to Stratford, Ok.
Meinrath Brok. Co.	Sentinel		Overcharge on sht. well drill Tulsa to Morris.
T. E. Ball	Farmersville	Frisco	Misrouting shipment cottolene.
F. O. Harris	Indianola	C. R. I. & P.	Storage chgs. for mat. stored on Right of Way.
A. F. Vandeverter	Bartlesville		Claim for shipment candy.
			Deduction on credential refund.

Name.	Address.	Railroad.	Subject.
W. C. Key	Itigler	Mid. Val.	Conductor refusing to stop caboose at station.
P. Van Horn	Popper	Frisco	Overcharge on shipment cow and calf.
J. P. Lewis	Danshawe		Express rates on chickens, etc.
Southern Fuel Co.	Dallas	C. R. I. & P.	Overcharge shipment Savannah to Hiltchcock.
C. M. Foll	Jennings		Refund on unused ticket.
G. W. Stacey	Chickasha		Excessive chg. on shipment rooster.
G. W. Tracy	Davis	W. F. Exp.	Rate shipment chickens.
Hobart M. & E. Co.	Hobart	Frisco	Misrouting of shipments.
Walter Jones	Rush Springs		Rates on shipments melons to Kansas.
Parker-Washington Co.	St. Louis	M. K. & T.	Rate tank fuel oil from Tulsa.
T. J. McNaughton	Foraker		Overcharge on shipment cattle.
Parker-Washington Co.	St. Louis	M. K. & T.	Overcharge on pavers outfit.
Perry Mill Co.	Parry		Rate on shpt. chops Ardmore to Milburn.
State Board of Affairs.	Oklahoma City		Rates on sacked onions to various points.
Dascomb-Dan. Lbr. Co.	Kansas City		Delivery of cotton to platform.
Redwine Bros.	Spiro		Pullman chgs. Osage to Oklahoma City.
Retailers' Fire Ins. Co.	Oklahoma City		Correct weighing of coal.
R. M. Simmons	Hobart		Jim Crow law not being enforced.
H. T. Springer	Tulsa		Correct weighing of coal.
Antrim Lbr. Co.	St. Louis		Pass. fare El Reno to Hastings.
J. M. Tucker	Oklahoma City	C. R. I. & P.	Overchg. on shpt. hogs & sheep from Ponoma, Mo.
J. O. Alistott	Faus Valley		Loss and damage to shpt. three show cases.
J. R. Fletcher	Collinsville	A. T. & S. F.	Loss and damage shpt. H. H. goods.
Hattie Churches	Guide Rock, Neb.		Overcharge on shpt. typewriter.
W. A. Bundy	Collinsville	W. F. Express	Rates on cement, etc.
Jake Collar	Chandler		Storage chgs. shpt. window curtains.
V. D. Fullen	Anadarko	C. R. I. & P.	Concentration of cotton.
Lesser Goldman Cot. Co.	Fort Smith	W. F. & N. W.	Rates on wire and nails.
Gilbert Kelly Hdw. Co.	Hammon		Excessive rates on peaches.
W. F. Brown	Harrah	C. R. I. & P.	Coal rate Hickory to Mannford.
Treese Cotton Co.	Jennings		Coal rate McAlester to Forgan.
S. M. Craig	McAlester		Classification of soap.
W. E. Floyd	Little Rock		Lumber rates Bismark to Berwyn.
L. A. Henderson	Berwyn		Refund on bagging and ties.
C. Barksdale	Chickasha		Refund on unused ticket.
A. L. Funk	Oklahoma City	C. R. I. & P.	Rate on coal Woodward to Mooreland.
Farmers Supply Co.	Woodward		Sand rates Tulsa to Collinsville.
Bartlesville Zinc Co.	Collinsville		Rates on Household goods.
H. C. Meyer	Okarche		Express rates on books.
Thos. Norman	Ardmore		Refund on ticket.
Mrs. J. M. Lawson	Marietta	Frisco	Overcharges.
J. S. Murray	Tishomingo	C. R. I. & P.	Coal rates Calvin to Walters.
W. A. Ruggies	Walters		Rate on fence posts Tupelo to Hollister.
Dascomb-Dan. Lbr. Co.	Kansas City		Overcharge on shipment sugar.
McAlester Grocery Co.	McAlester	Am. Exp.	Rates on prepay meters.
Okla. Gas & Elec. Co.	Oklahoma City	U. S. Exp.	Misrouting of package.
T. J. Wood	Oklahoma City		

Name.	Address	Railroad	Subject.
Dascomb-Dan, Lbr. Co.	Kansas City	C. R. I. & P.	Overcharge on fence posts Tupelo to Elk City.
Carpenter & Mills	Mangum		Cattle rates Ft. Worth to Mangum.
A. J. Baker	Miami		Coal rates two line haul.
J. A. Harbert	Shawnee		Coal rates Bokoshe to Shawnee.
W. L. Todd	Bulten		Rate on steam pump Oklahoma City to Bulten.
Walter Page	Ketchum		Rates on C. L. apples.
R. P. Wright	Lockridge		Demurrage on coal and grain.
E. E. McKnight	Mangum		Time allowance for storage.
J. R. McKnight	Oklahoma City	Ft. S. & W.	As to routing express.
Oklahoma Gin Co.	Weleetka		Overcharge on coal Savanna to Weleetka.
Ingham Lbr. Co.	Kansas City		Lumber rates Muskogee to Tahlequah.
L. R. Marston	Quinton		Rate on concrete outfit.
W. E. Moore	Boswell		Classification of roller skating outfit.
J. O. Stevens	Oklahoma City		Rates on lumber.
Merc. Lbr. Supply Co.	Kansas City, Mo.		Rates on gravel.
Salem Fouts	Ponca City		Apple rates from Fayetteville, Ark.
H. E. Robb	Millerton	C. R. I. & P.	Rates on lumber.
J. D. Wilson	Fort Towson	St. L. & S. F.	Cattle rates from Hope, Ark., etc.
K. C. Flour Mills	Wichita		Flour rates Cherokee to Boley.
Ponca City Mill Co.	Ponca City		Overcharge on flour from Bristow.
J. R. Barr	Ketchum	M. K. & T.	Loss of suit case Muskogee to Vinita.
Oscar Robinson	Gage	A. T. & S. F.	Overcharge on shpt. butter.
C. L. Norman	Alma, Ark.	St. L. & S. F.	Overcharge on shpt. household goods.
Armour Mill Co.	Ardmore		Corn rates from Waynoka.
White Creamery Co.	Cushing		Express rates on cream.
Canadian M. & E. Co.	El Reno		Overcharge shpt. flour and bran.
Davidson & Case	Wichita		Undercharge on shpt. lumber at Geary.
J. A. Harbert	Shawnee		Rate on fence posts McComb to Hardy.
R. A. Dill	Castle		Merchandise rates to Castle.
Fred Lindeman	Union City	Ft. S. & W.	Undercharge on car corn.
W. L. Alsop	Madill	C. R. I. & P.	Live stock rates two line haul.
C. C. Fisher	Hinton	So. W. P. M. B.	Refund on credential.
Hinton Mill Co.	Hinton	C. R. I. & P.	Delay in furnishing cars.
C. B. Bee	Oklahoma City	So. W. P. M. B.	Refund on ticket.
E. L. Harris	Madill	Mo. Pac.	Overcharge shpt. household goods.
W. C. Downing	Ardmore		Rates on skirt boxes from Chicago.
Sam Beavers	Hollis		Excessive cattle rates from Rush, Texas.
Geo. Norris	Tahlequah	C. R. I. & P.	Refund on unused ticket.
Paycke Bros.	Oweta		Delay to shpt. potatoes.
Hal Shaffer	Oklmulgee	St. L. & S. F.	Overcharge shpt. household goods.
T. T. Waggoner	Carter	W. F. & N. W.	Overcharge on shipment paper.
G. M. Barnett	Perry		Loss of chest of tools enroute.
H. J. Vincent	Mutual		Loss of part shipment shoes.
El Reno Ice Cream Co.	El Reno	A. T. & S. F.	Rates on ice cream to Oakwood.
D. I. Franke	Pauls Valley	Am. Exp.	Purchasing ticket to Ardmore.
J. M. Etter	Lone Wolf	G. C. & S. F.	Freight on car apples.
Ed. House	Oklahoma City	C. R. I. & P.	R. R. fare Ft. Worth to Oklahoma City.

Name.	Address.	Railroad.	Subject.
M. L. Wood	Oklahoma City	C. R. I. & P.	Refund on unused ticket.
W. S. Augden	Gage		Minimum on fence posts.
Gentry White Lbr. Co.	Richland	Ft. S. & W.	Damage to shipment cream freezers.
J. A. Sherrick	Bartlesville	M. K. & T.	Express commissions held up at Headrick.
W. L. Travis	Sarcoxe, Mo.		Overcharge shipment household goods.
L. L. Randall	Conway, Ark	C. R. I. & P.	Rate on shipment household goods.
D. R. Rees	Wann	M. K. & T.	Reconsigning car of hay.
C. M. Bird	Red Rock		Overcharge shipment coal.
Harris & Abeles	St. Louis		Reconsignment charge on car flour.
McAlester Storage Co.	McAlester	M. K. & T.	Rate on car horses to Iuka, Miss.
M. F. Fraley	Hominy		Rate on shipment traction ditcher.
Humrichouse Con. Co.	Carmen		Rates on cotton seed cake.
St. Ed. of Affairs.	Oklahoma City	M. K. & T.	Delay to shipment from Retrieve, Tex.
A. L. Malone	Pryor		Rates on merchandise.
Add. Christison	Cashe		Rate on shipment household goods.
Wm. Glory	Tablequah		Rate on shipment automobiles.
Dascomb-Daniels L. Co.	Kansas City, Mo		Classification on automobile.
E. L. Holloway	Alva		Damage to shipment hogs.
W. J. Brock	Fairland	St. L. & S. F.	Rate on shipment hay.
I. F. Stout	Ft. Cobb		Discrimination in rates to Texas points.
T. W. Gartrell	Altus		Loss and damage to shipment peaches.
A. N. Leecraft	Colbert		Overcharge on car slack.
Okla. Gin. Co.	Oklahoma City	Ft. S. & W.	Overcharge shipment coal.
Pioneer G. & Elec. Co.	Eufaula		Rate on shipment carriage.
G. P. Morton	Hollis		Shipment flood gate to Detroit.
C. E. Perkins	Sallisaw	Mo. Pac.	Delay to shipment sample trunks.
W. J. Powers	Oklahoma City	C. R. I. & P.	Overcharge on currency and dry goods.
J. A. Overstreet	Loveland		Interstate Petroleum rates.
J. F. Champion	Oklmulgee		Rate on shipment chairs.
W. S. Dearing	Thomas		Undercharge on shipment ties.
Ed King	Tupelo	C. R. I. & P.	Egg rates to New York.
Woodward Prod. Co.	Woodward	A. T. & S. F.	Rates on cement.
Okla. Portland Cmt.	Ada		Rates on sand and gravel.
J. J. Harman	Muskogee		Minimum weights on hides.
R. W. Caldwell	Lawton		Refund on ticket I. O. O. F.
Ed Yount	Bridgeport	M. K. & T.	Convention.
A. L. Buck	Woodville	M. K. & T.	Convention.
E. C. Kouns	Arnette	M. K. & T.	Convention.
M. J. Courtney	Copan	M. K. & T.	Convention.
J. W. Roach	Warren	M. K. & T.	Convention.
L. R. Moss	Oklmulgee	M. K. & T.	Convention.
T. L. Cunningham	Marionsville	M. K. & T.	Convention.
J. F. McCoolle	Francis	M. K. & T.	Convention.
J. F. Sloan	Texola	M. K. & T.	Convention.
C. H. Gilliland	Ringwood	M. K. & T.	Convention.
H. L. Braham	Andlers	M. K. & T.	Convention.
W. E. Ward			Convention.

Name.	Address.	Railroad.	Subject.
M. L. Butler	Putnam	M. K. & T.	Fe. Refund on ticket I.
H. G. Grossman	Okeene	M. K. & T.	Fe. Refund on ticket I.
H. J. Harned	Tribbey	M. K. & T.	Fe. Refund on ticket I.
W. H. Ingersoll	Big Heart	M. K. & T.	Fe. Refund on ticket I.
J. M. Hargrove	Stringtown	M. K. & T.	Fe. Refund on ticket I.
H. C. Pugin	Broken Arrow	M. K. & T.	Fe. Refund on ticket I.
C. H. Crary	Sparks	M. K. & T.	Fe. Refund on ticket I.
F. G. Brann	Cheyenne	M. K. & T.	Fe. Refund on ticket I.
Mrs. L. Thrasher	Mountain Park	M. K. & T.	Fe. Refund on ticket I.
W. R. Fry	Perry	M. K. & T.	Fe. Refund on ticket I.
S. F. Phillips	Foss	M. K. & T.	Fe. Refund on ticket I.
H. T. Downing	Lovell	M. K. & T.	Fe. Refund on ticket I.
I. J. Vaught	Whitesboro	M. K. & T.	Fe. Refund on ticket I.
J. W. Kennedy	Fitzhugh	M. K. & T.	Fe. Refund on ticket I.
J. W. Crowder	Thomas	M. K. & T.	Fe. Refund on ticket I.
F. D. Burns	Hillsdale	M. K. & T.	Fe. Refund on ticket I.
F. Lemaster	Gage	M. K. & T.	Fe. Refund on ticket I.
A. E. Smith	Rattan	M. K. & T.	Fe. Refund on ticket I.
Mrs. Annie D. Joyce	Snyder	M. K. & T.	Fe. Refund on ticket I.
H. H. Goerke	Hitchcock	M. K. & T.	Fe. Refund on ticket I.
W. C. Viles	Alva	M. K. & T.	Fe. Refund on ticket I.
J. G. Wood	Tonkawa	M. K. & T.	Fe. Refund on ticket I.
Mrs. Cora Meeker	Sapulpa	M. K. & T.	Fe. Refund on ticket I.
G. F. Blake	York	M. K. & T.	Fe. Refund on ticket I.
J. L. Russell	Rollard	M. K. & T.	Fe. Refund on ticket I.
M. A. Kilgo	Rolland	M. K. & T.	Fe. Refund on ticket I.
R. B. Oliver	Rokhoma	M. K. & T.	Fe. Refund on ticket I.
Fred Pierce	Shattuck	M. K. & T.	Fe. Refund on ticket I.
J. O. Gordan	Marletta	M. K. & T.	Fe. Refund on ticket I.
H. T. Polson	Afton	M. K. & T.	Fe. Refund on ticket I.
Nola Boyd	Afton	M. K. & T.	Fe. Refund on ticket I.
Geo. W. Fowler	Tanster	M. K. & T.	Fe. Refund on ticket I.
W. J. Garner	Briggs	M. K. & T.	Fe. Refund on ticket I.
Rusehow-Blackwell L. C. Page	Gracemont	C. R. I. & P.	Acceptance of shipment of cotton.
Cesar E. Bare	Oklahoma City	So. W. P. M. B.	Storage on shipment of freight.
H. O. Bird	Wheatland		Refund on unused ticket.
Guthrie M. & E. Co	Guthrie		Refund on credential.
Oka. Tile Mfg. Co.	Muskogee		Transit privileges on grain.
J. W. Huff	Temple		Classification of sewer tile.
W. R. Perry	Perry		Rates on express shipments.
L. West	Hydro		Rate on express shipments.
C. E. Washburn	Quinlan		Rate on farm truck wagon.
A. T. Whitworth	Carmen	T. & S. F.	Undercharge on shipment merchandise.
J. V. Little	Kingston	M. K. & T.	Refund on unused ticket.
R. V. Cummins	Waurika		Delay to shipment cotton.
Shawnee Prod. Co	Shawnee		Overcharge on shipment express.

Name.	Address.	Railroad.	Subject.
Wm. Cameron & Co	Waco, Texas		Overcharge on shipment lumber.
Yahola Sand Co.	Muskogee		Switching charges at Muskogee.
O. Field	Tulsa	M. K. & T	Overcharge on shipment household goods.
S. D. Elzey	Morris	St. L. & S. F.	Shortage on shipment lumber.
J. L. Selby	Checotah		Rate on shipment hay.
W. E. Smith	Wichita Falls	C. R. I. & P.	Damage to shipment household goods.
Prairie Oil & Gas Co.	Independence, Kan.	M. K. & T	Classification on stop cock boxes.
Perry Mill, Co.	Perry		Demurrage on shipment at Fisk.
Enid Fuel & Mtl. Co.	Enid	M. O. & G.	Shortage on shipment coal.
H. E. Robb	Millerton	C. R. I. & P.	Overcharge on fence posts.
G. K. Sutherland	Hominy		Rate on shipment household goods.
J. F. Taylor	Devol		Overcharge on shipment apples.
J. R. Gowger	Wellston		Rate on shipment auto.
Okl. Lbr. Co.	Tahlequah	St. L. & S. F.	Damage to shipment sewer pipe.
Iowa Drilling Co.	Tulsa		Stopping of shipments in transit.
Medlock Grocer Co.	Grandfield		Rate on shipment apples.
J. H. Black	Independence, Mo.	A. T. & S. F.	Rate on shipment hay.
Harris Bros.	Wakoner		Rate on shipments lumber.
J. R. Neece Lbr. Co.	Dallas, Texas	St. L. & S. F.	Rate on shipments coal.
E. J. Mills	Perry		Rate on shipment cotton seed.
Merchants Ft. Bureau	Little Rock		Damage to shipment buggy.
A. C. Hough	Lenapah		Overcharge on shipment oil.
American Ref. Co.	Okmulgee	M. K. & T	Stock killed in transit.
C. E. Hunt	Wilburton	M. K. & T	Undercharge on shipment coal.
Kimball Coal Co.	Guthrie	C. R. I. & P.	Delay to shipments of freight.
A. N. Frost & Co.	Grandfield	W. F. & N. W.	Undercharge on shipment apples.
J. T. Wyckoff	Marshall	A. T. & S. F.	Rate on agricultural implements.
Bart Murphy	Guthrie		Rate on shipment stock.
J. C. Allstott	Pauls Valley		Damage to shipment cash register.
E. L. Umphenom	Joplin, Mo.	Midland Valley	Rate on shipment merchandise.
City Drug Store	Bromide		Shortage of cars.
C. E. Munson	Coffeyville		Rates on shipments fruit from Texas.
Checotah Cot. Oil Co.	Checotah	C. R. I. & P.	Lumber rates from Arkansas.
C. M. Witter	Tupelo		Storage charges on shipment at Grand.
Helton & Whison	Stilwell		Refusal of agent to reconsign car.
S. O. Packard	Grand	A. T. & S. F.	Undercharge on car potatoes.
C. M. Bird	Red Rock	M. K. & T.	Rates on apples.
Roy H. Brown	Hominy		Rate on shipment grain products.
Geo. M. Jacques	Kansas City		Rate on cotton seed oil from Hollis.
J. W. Cherry	Warwick		Overcharge on shipment bran.
Suisberger & Sons	Oklahoma City	A. T. & S. F.	Refund on credential book.
Shawnee Mill. Co.	Shawnee	So. W. P. M. B.	Rate on printed matter.
R. N. Bennett	Oklahoma City		Rates on brick.
C. F. Pratt, Jr.	Salina		Cattle rates to Kansas City.
Levy & Levy	Muskogee	A. T. & S. F.	Movement of stone shipments.
Supply Realty Co.	Supply		
Bromide Oolitic St. Co.	Bromide		

Name.	Address.	Railroad.	Subject.
M. L. Butler	Putnam	M. K. & T.	Fe. Refund on ticket
H. G. Grossman	Okeene	M. K. & T.	Fe. Refund on ticket
H. J. Harned	Thibbey	M. K. & T.	Fe. Refund on ticket
W. H. Ingersoll	Big Heart	M. K. & T.	Fe. Refund on ticket
J. M. C. Fagin	Stringtown	M. K. & T.	Fe. Refund on ticket
C. H. Crary	Broken Arrow	M. K. & T.	Fe. Refund on ticket
F. G. Brann	Sparks	M. K. & T.	Fe. Refund on ticket
Mrs. L. Thrasher	Cheyenne	M. K. & T.	Fe. Refund on ticket
W. R. Fry	Mountain Park	M. K. & T.	Fe. Refund on ticket
S. F. Phillips	Perry	M. K. & T.	Fe. Refund on ticket
M. J. Downing	Foss	M. K. & T.	Fe. Refund on ticket
H. J. Vaught	Lovell	M. K. & T.	Fe. Refund on ticket
I. W. Kennedy	Whitesboro	M. K. & T.	Fe. Refund on ticket
J. W. Crowds	Fitzhugh	M. K. & T.	Fe. Refund on ticket
F. D. Burns	Thomas	M. K. & T.	Fe. Refund on ticket
F. Lemaster	Hillsdale	M. K. & T.	Fe. Refund on ticket
A. E. Smith	Gage	M. K. & T.	Fe. Refund on ticket
Mrs. Annie D. Joyce	Raffan	M. K. & T.	Fe. Refund on ticket
H. H. Goerke	Snyder	M. K. & T.	Fe. Refund on ticket
W. C. Viles	Hitchcock	M. K. & T.	Fe. Refund on ticket
J. G. Wood	Alva	M. K. & T.	Fe. Refund on ticket
Mrs. Cora Meeker	Tonkawa	M. K. & T.	Fe. Refund on ticket
G. F. Blake	Sapulpa	M. K. & T.	Fe. Refund on ticket
J. L. Russell	York	M. K. & T.	Fe. Refund on ticket
M. A. Kligo	Rallard	M. K. & T.	Fe. Refund on ticket
R. E. Oliver	Roland	M. K. & T.	Fe. Refund on ticket
Fred Pierce	Rokhoma	M. K. & T.	Fe. Refund on ticket
J. O. Gordan	Shattuck	M. K. & T.	Fe. Refund on ticket
H. T. Polson	Marletta	M. K. & T.	Fe. Refund on ticket
Nola Boyd	Afton	M. K. & T.	Fe. Refund on ticket
Geo. W. Fowler	Tangier	M. K. & T.	Fe. Refund on ticket
F. J. Garner	Braggs	M. K. & T.	Fe. Refund on ticket
Ruschow-Blackwell L. C. Page	Briggs	M. K. & T.	Fe. Refund on ticket
Oscar E. Bare	Gracemont	M. K. & T.	Fe. Refund on ticket
C. B. Bee	Oklahoma City	M. K. & T.	Fe. Refund on ticket
H. O. Eld	Wheatland	M. K. & T.	Fe. Refund on ticket
Guthrie M. & E. Co.	Guthrie	M. K. & T.	Fe. Refund on ticket
Okl. Tile Mfg. Co.	Muskogee	M. K. & T.	Fe. Refund on ticket
J. W. Huff	Temple	M. K. & T.	Fe. Refund on ticket
W. R. Fry	Perry	M. K. & T.	Fe. Refund on ticket
L. L. West	Hydro	M. K. & T.	Fe. Refund on ticket
C. F. Washburn	Cuinlan	M. K. & T.	Fe. Refund on ticket
A. T. Whitworth	Carmen	M. K. & T.	Fe. Refund on ticket
J. V. Little	Kingson	M. K. & T.	Fe. Refund on ticket
R. V. Cummins	Waurika	M. K. & T.	Fe. Refund on ticket
Shawnee Prod. Co.	Shawnee	M. K. & T.	Fe. Refund on ticket

Acceptance of shipment of cotton.
 Storage on shipment of freight.
 Refund on unused ticket.
 Transit privileges on grain.
 Classification of sewer tile.
 Rates on express shipments.
 Rate on farm truck wagon.
 Undercharge on shipment merchandise.
 Refund on unused ticket.
 Delay to shipment cotton.
 Overcharge on shipment express.
 Rates on shipment express.

Name.	Address.	Railroad.	Subject.
Wm. Cameron & Co	Waco, Texas		Overcharge on shipment lumber.
Yahola Sand Co	Muskogee		Switching charges at Muskogee.
O. Field	Tulsa	M. K. & T.	Overcharge on shipment household goods.
S. D. Elzey	Morris	St. L. & S. F.	Shortage on shipment lumber.
J. L. Selby	Chcotah		Rate on shipment hay.
W. E. Smith	Wichita Falls	C. R. I. & P.	Rate on shipment household goods.
Prairie Oil & Gas Co	Independence, Kan.	M. K. & T.	Damage to shipment stop cock boxes.
Perry Mill. Co	Enid		Classification on shipment at Fisk.
Enid Fuel & Mtl. Co.	Enid	M. O. & G.	Demurrage on shipment coal.
H. E. Robb	Millerton	C. R. I. & P.	Shortage on shipment coal.
G. K. Sutherland	Hominy		Overcharge on fence posts.
J. F. Taylor	Devol		Rate on shipment household goods.
J. R. Cowger	Wellston		Overcharge on shipment apples.
Iowa Drilling Co	Tahlequah		Rate on shipment auto.
Medlock Grocer Co	Grandfield	St. L. & S. F.	Damage to shipment sewer pipe.
J. H. Black	Independence, Mo.	A. T. & S. F.	Stopping of shipments in transit.
Harris Bros.	Wagoner		Rate on shipment apples.
J. R. Neece Lbr. Co	Dallas, Texas	A. T. & S. F.	Rate on shipment hay.
E. J. Mills	Perry	St. L. & S. F.	Rate on shipments lumber.
Merchants Frt. Bureau	Little Rock		Rate on shipments coal.
A. C. Hough	Lenapah		Rate on shipment cotton seed.
American Ref. Co.	Okmulgee		Damage to shipment buggy.
C. E. Hunt	Wilburton	M. K. & T.	Overcharge on shipment oil.
Kimball Coal Co.	Guthrie	M. K. & T.	Stock killed in transit.
A. N. Frost & Co.	Grandfield	C. R. I. & P.	Undercharge on shipment coal.
J. T. Wyckoff	Marshall	W. F. & N. W.	Delay to shipments of freight.
Bart Murphy	Guthrie	A. T. & S. F.	Undercharge on shipment apples.
J. C. Allstott	Pauls Valley		Rate on agricultural implements.
E. L. Umphenom	Joplin, Mo.	Midland Valley	Rate on shipment stock.
City Drug Store	Bromide		Damage to shipment cash register.
C. E. Munson	Coffeyville		Rate on shipment merchandise.
Checotah Cot. Oil Co.	Chcotah	C. R. I. & P.	Shortage of cars.
C. M. Witter	Tupelo		Rates on bags from New Orleans.
Helton & Winson	Stilwell		Rates on shipments fruit from Texas.
S. O. Packard	Grand		Lumber rates from Arkansas.
C. M. Bird	Red Rock	A. T. & S. F.	Storage charges on shipment at Grand.
Roy H. Brown	Hominy City	M. K. & T.	Refusal of agent to reassign car.
Geo. M. Jacques	Warwick		Undercharge on car potatoes.
J. W. Cherry	Shawnee		Rates on apples.
Sulsberger & Sons	Oklahoma City		Rate on shipment grain products
Shawnee Mill. Co.	Shawnee	A. T. & S. F.	Rate on cotton seed oil from Hollis.
R. N. Bennett	Oklahoma City	So. W. F. M. B.	Overcharge on shipment bran.
C. F. Pratt, Jr.	Salina		Refund on credential book.
Levy & Levy	Muskogee		Rate on printed matter.
Supply Realty Co.	Supply		Rates on brick.
Bromide Oolitic St. Co.	Bromide	A. T. & S. F.	Cattle rates to Kansas City.
			Movement of stone shipments.

Name.	Address.	Railroad.	Subject.
J. M. Marth.	Checotah		Rates on shipments hay.
Shawnee Mill. Co.	Shawnee		Rates on shipments kaffir
J. J. Carney	El Reno		Rates on shipments coal.
E. P. Sissons.	Grandfield		Damage to shipment glassware.
Tulsa Rig Reel Mfg. Co.	Tulsa		Stop-over privilege shipments lumber.
Wilcox & Son.	Tulsa		Furnishing cars properly equipped.
J. L. Wileman.	Rush Springs		Rates on watermelons.
Mulcahy & Coffman.	Clinton	St. L. & S. F.	Undercharge on shipment stoves.
W. F. Warren.	Ardmore		Refusal of shipment of alfalfa.
E. J. Miller.	Perry		Switching charges at Perry.
B. B. Strong.	Butler	C. & O. W.	Overcharge on sack of walnuts.
Ryan Ice & C. S. Co.	Ryan	C. R. I. & P.	Shortage on shipment coal.
Walton Chandler L. Co.	Hugo		Rates on shipments lumber.
J. W. Lawton.	Arapaho		Rate on shipment auto.
Tate Drug Co.	El Reno	C. R. I. & P.	Rate on shipment merchandise.
Augusta Ellis	Oklahoma City	St. L. & S. F.	Refund on unused ticket.
John Raynor	Woodward	A. T. & S. F.	Receiving of perishable goods.
T. D. Turner & Co.	Oklahoma City	A. T. & S. F.	Rate on shipment buggies.
S. H. Bedford.	Jumbo		Rate on shipment apples.
H. W. Brennan.	Loveland		Delay to shipment hay.
W. C. Bradfield.	Lamont	St. L. & S. F.	Delay to shipment lumber.
Frazar Pharmacy	Texhoma	G. C. & S. F.	Rate on shipment lumber.
Frisco Lbr. Co.	Eokohoma	St. L. & S. F.	Released valuation shipment candy.
Jackman Candy Co.	Guthrie		Overcharge on shipment cotton.
Lowry Jones & Co.	Muskogee		Delay to shipment merchandise.
J. D. Moffitt.	Stillwater		Loss in transit shipment merchandise.
A. T. Settergreen.	Lamont		Basis for ascertaining weight of oil.
Okla. City M. & E. Co.	Oklahoma City		Rate on shipment hardware.
Mitchell Hdw. Co.	Oklmulgee		Rate on shipment potatoes.
S. W. Strange.	Ringwood	C. R. I. & P.	Car service at Muskogee.
U. S. Kellastone Co.	Muskogee	Traction Co.	Overcharge on shipment cotton chopper.
H. M. Paris.	Brages		Rate on shipment cotton seed hulls.
Hugo Brok. Co.	Hugo		Storage on shipment ladders.
L. W. Price.	Muskogee	St. L. & S. F.	Rate on shipment flour and potatoes.
W. H. Burrow	Hanson	Mo. Pac.	Loss of coal in transit.
W. E. Sheriff.	Guthrie		Classification dry salt meat.
Sulsberger & Sons.	Oklahoma City		Damage to shipment supplies.
W. M. Orr.	Supply		Rate on shipment carpet.
James Antrim	Manitou		Rate on shipment rough stove bolts.
Raffman Staves Co.	Evansville, Ark.		Damage shipment canned fruit.
J. W. Luse.	El Reno	Am. Exp.	Weight on shipment coal.
Okla. Mill. Co.	Kingfisher		Rates on cotton seed.
Southern Cot. Oil Co.	Little Rock		Securing concentration on pecans.
Ada Hide & Prod. Co.	Ada	St. L. & S. F.	Per cent of shrinkage of coal.
Wetumka M. & E. Co.	Wetumka		Rates on stoneware.
Coffeyville Stoneware Co.	Coffeyville		Loss in shipment car coal.
Joe A. Harbert.	Shawnee		

Name.	Address.	Railroad.	Subject.
Hood Bros.	Nida		Rate on shipment horses.
H. E. Robb.	Millerton	A. T. & S. F.	Rate on fence posts.
C. B. Bee.	Oklahoma City	C. R. I. & P.	Refund on unused ticket.
J. L. Fowler.	Granite		Rate on grain in car with household goods.
C. W. Roberts.	Newkirk		Loss to shipment household goods.
Long Bell Lbr. Co.	Kansas City		Shortage in shipment coal.
Hunter M. & E. Co.	Hunter		Rate on grain products.
Parris Oil Co.	Hollis		Rate on shipment oil.
F. J. Brankel.	Haskell		Rate on shipment express.
Roy L. Williams.	Oklahoma City		Rate on shipment fence posts.
T. A. Kerr.	Hickok		Rate on shipment sheep.
W. E. Harrington.	Sayre		Rate on shipment wagon.
Lahman, Kelsor Co.	Stillwater		Rate on car of coal.
Pittman Oil Co.	Tulsa		Rate on shipment oil.
Shawnee Milling Co.	Shawnee		Milling in transit rules on grain.
El Reno M. & E. Co.	El Reno		Arbitrary on wheat—two line haul.
C. S. Kreider.	Lawton		Coupons for rebate on credentials.
Guthrie M. & E. Co.	Guthrie		Tonnage of car of wheat.
J. E. McKee.	Choctaw		Train leaving passenger.
Paul McNeal.	Guthrie		Agent signing bill of lading for mixed shipments
Cox-Grim Grain Co.	Carmen		Stop-over privileges car wheat.
J. A. Robuck.	Blocker		Min. weight emigrant outfit.
Y. P. Pack.	Canon City		Overcharge on shipment bookcase, etc.
Vinita Nursery Co.	Vinita		Rate shipment nursery stock.
Lawton Ice & Fuel Co.	Lawton		Rate on coal in state.
E. M. Bentley.	Mission, Texas		Rate on emigrant outfit.
W. E. Moody.	Spokane, Wash.		Overcharge shipment law books.
Wm. Davis.	Tonkawa	A. T. & S. F.	Rate on car potatoes.
A. H. Sullivan.	Sulphur		Rate on emigrant outfit.
Hinton Milling Co.	Hinton		Damage to car coal.
John Hayes & Co.	Winfield, Kan.	Midland Valley	Overcharge on shipment corn.
W. H. Moore.	El Reno		Rate shipment ties.
C. H. Lund.	Waurika	U. S. Exp.	Overcharge shipment poultry.
Mrs. S. H. Russell.	Ardmore	Wells Fargo	Loss of express shipment.
Leslie Burd.	Altus		Rate on shipment apples.
H. A. Potter.	Enid		Damage to shipment flour.
Wilcox & Son.	Tulsa		Milling in transit privileges.
Canadian M. & E. Co.	El Reno		Rate on grain milled in transit.
Walter Page.	Ketchum		Rate shipment apples.
W. C. Downing.	Ardmore		Rate shipment chairs.
Woodward C. & C. Co.	Woodward	W. F. & N. W.	Demurrage shipment bridge material.
Smith & Hunderson.	Ryan		Shortage of shipment coal.
S. A. Reid.	Morrison	St. L. & S. F.	Demurrage on cars.
Crowder Trust Co.	Crowder	C. R. I. & P.	Claim for car peaches.
Enid Fuel & Mtl. Co.	Enid	C. R. I. & P.	Rate on car coal.
Farmers Grain Co.	Calumet	C. R. I. & P.	Rate and loss in transit car corn.
Thompson & O'Quinn.	Marlow	C. R. I. & P.	Rate and weight shipment melons.

Name.	Address.	Railroad.	Subject.
J. Bennay	Sayre	C. R. I. & P.	Overcharge bale carpet.
Seymour & Foose	Eagle City	C. R. I. & P.	Undercharge on five cars sheep.
J. L. Ritchie	Okemah	Ft. S. & W.	Shipment ew and second-hand goods.
J. W. Hurst	Coalgate		Rate on shipment honey.
McAlester Gro. Co.	McAlester		Claim for loss and damage.
T. E. Newton	Cleveland		Rate on shipment of tents.
Guthrie M. & E. Co.	Guthrie	C. R. I. & P.	Overcharge shipment grain products.
Curtis & Gartside	Oklahoma City	St. L. & S. F.	Rate shipment sash and doors.
Judge R. L. Williams	Oklahoma City		Rate on fence posts.
J. W. Smart	Frederick		Rate on pool hall fixtures.
J. S. Conner	Knowles		Overcharge on shipment household goods.
F. A. Thorn	Muskogee		Rate on shipment auto.
Massingale & Duff	Cordell		Rate on shipment apples.
J. F. Litus	Valliant		Rate on shipment lumber.
E. M. Wimberly	Salina		Rate on household goods.
Weatherford Mill. Co.	Weatherford	C. R. I. & P.	Tonnage of shipment.
Ponca City Mill. Co.	Ponca City		Routing grain shipments.
C. E. Bross	Avard		Rate on shipment household goods.
Fred Livingston	Sayre	C. R. I. & P.	Furnishing double deck cars.
Coreyville V. B. & T. Co.	Coreyville		Rates on brick.
A. D. Winson	Frederick		Rate on coal in state.
P. T. Foley	Parsons, Kan.		Rate on shipment coal.
Fred Kelley	Vinita		Rate interstate shipments hay.
Wood Produce Co.	Shawnee		Refund on shipments fruit, etc.
A. D. Root & Co.	Roosevelt	St. L. & S. F.	Claim for loss and damage.
W. L. Alsop	Madill	St. L. & S. F.	Rate on oil pumps.
L. T. Trotter	Oklahoma City	M. K. & T.	Refund on ticket.
R. E. Brewer	Elmer		Rate on shipment coal.
E. B. Ham	Jennings		Rate on cotton seed oil.
Farmers U. Cream Co.	Pawnee	U. S. Exp.	Return of empty cream cans.
W. W. Robertson	Oklahoma City		Refund on ticket.
Parris Oil Co.	Hollis		Rate on refined oil.
T. L. Wilson	Erick	C. R. I. & P.	Rate on shipment auto.
H. P. Ward	Wardville		Sales account car stock.
Home Lbr. Co.	Tupelo	M. K. & T.	Switching car of lumber.
Harry Weinberger	Guthrie		Rate on shipment hay.
W. F. Shewey	Orienta	C. R. I. & P.	Undercharge on shipment hogs.
W. H. Hooper	Thomas		Rate on shipment corn.
Sageyah Oil Co.	Tulsa	St. L. I. M. & S.	Cars for oil shipments.
Ingham Lbr. Co.	Kansas City		Track connections at Reynolds.
J. L. Capps	Stroud		Rate on shipment wagon.
J. H. McKanan	Wagoner		Rate on emigrant outfit.
Cordell Gin & Mill Co.	Cordell	St. L. & S. F.	Contract relative to warehouse.
E. J. Miller	Perry	St. L. & S. F.	Switching charges at Perry.
W. P. Wilson	Aline	K. C. M. & O.	Rate on emigrant outfit.
J. L. Odell	Sharon	W. F. & N. W.	Rate on shipment kafir.
C. S. Vaughn	Morris	St. L. & S. F.	Rate on shipment oil well supplies.

Name.	Address.	Railroad.	Subject.
New State Lbr. Co.	Muskogee		Rate on shipment lumber.
Guthrie Mill & E. Co.	Guthrie	C. R. I. & P.	Rate on shipments lard.
J. E. Love	Sharon	m. Exp.	Rate on shipment lard and sausage.
J. L. Lowenthal	Antlers		Rate on car of coal.
J. L. Galbreath	Boswell		Rate on shipment lumber.
N. C. Faulkner	Clayton		Rate shipment grain products.
Chickasha Mill Co.	Chickasha		Capacity of car for shipment wheat.
Weatherford Mill Co.	Weatherford		Refund on ice book.
W. H. Merchant	Oklahoma City		Rates on coal.
Treese Cotton Co.	Jennings		Rates on petroleum.
Cudahy Refining Co.	Chicago		Rates on ice shipments.
H. Vanderhoef	Millerton		Merchandise rates to Shawnee.
Hames Cash Grocery	McComb		Weighing of coal in state.
Anadarko Cot. Oil Co.	Anadarko	C. R. I. & P.	Reassignment of fuel.
Southern Fuel	Dallas	U. S. Exp.	Shipment trunk of meat.
H. M. Benefield	Port	St. L. & S. F.	Rate on auto and zulu.
A. H. Guyer	Chattanooga		Rate on plaster in state.
Acme Cement Plas. Co.	St. Louis		Equipment of cars furnished.
S. W. Cot. Oil Co.	Okahoma City		Rate on shipment lump coal.
W. L. Cushmanberry	Wann		Rate shipment household goods.
Mrs. Grace Clemmons	Newkirk		Rate on shipment coal.
Tipton Coal & Fuel Co.	Tipton		Rate on shipment coal.
J. E. LeBosquet	McAlester		Refund on unused ticket.
J. E. Love	Oklahoma City	C. R. I. & P.	Rate on car coal.
Harris Irby Cot. Co.	Watonga	C. R. I. & P.	Rate on cotton seed—two line haul.
Muskogee Ref. Co.	Rooff	C. R. I. & P.	Rate on car oil.
Lion Store	Muskogee		Rate on store fixtures and merchandise.
E. E. Breckendite	Chickasha		Rate on E-O, horses and cows.
McAlester Stor. & C. Co.	McAlester		Damage to shipment celery.
G. W. Neldon	Tulsa	U. S. Exp.	Shortage two boxes cigars.
Chickasha Milling Co.	Chickasha		Rate mixed shipment flour and bran.
F. Firebaugh	Gracemont		Complaint against agent.
F. A. Whartenbery	Oklahoma City	C. R. I. & P.	Rate on shipment chicken remedy.
J. C. Clemmons	Anadarko		Rate on shipment household goods.
M. P. Updike Co.	Muskogee		Rates on bolts and staves.
A. L. Bond	Cordell	St. L. & S. F.	Damage to shipment glass and household goods.
Ponca City Mill. Co.	Ponca City		Milling in transit.
Okl. Millers' Assn.	Oklahoma City		Rate on grain products.
Shawnee Mill Co.	Shawnee		Mixing state and interstate tonnage.
El Reno M. & E. Co.	El Reno		Cooperation of cars.
Villa Norris	Leligh	M. K. & T.	Controversy shipment household goods.
Hobart M. & E. Co.	Hobart	A. T. & S. F.	Rate and route shipment grain products.
Thomas Mill. Co.	Thomas		Loss in transit to shipment wheat.
J. G. Wulff	Jenks	Midland Valley	Damage to car ice.
Anadarko Mill. Co.	Anadarko	C. R. I. & P.	Milling in transit privileges.
N. Y. Plate Glass Co.	Oklahoma City		Rate returned shipment broken glass.

Name.	Address.	Railroad.	Subject.
J. Bennay.....	Sayre.....	C. R. I. & P.....	Overcharge bale carpet.
Seymour & Foose.....	Eagle City.....	C. R. I. & P.....	Undercharge on five cars sheep.
J. L. Ritchie.....	Okemah.....	Pt. S. & W.....	Shipment new and second-hand goods.
J. W. Hurst.....	Coalgate.....		Rate on shipment honey.
McAlester Gro. Co.....	McAlester.....		Claim for loss and damage.
T. E. Newton.....	Cleveland.....		Rate on shipment of tents.
Guthrie M. & E. Co.....	Guthrie.....	C. R. I. & P.....	Overcharge shipment grain products.
Curtis & Gartside.....	Oklahoma City.....	St. L. & S. F.....	Rate shipment sash and doors.
Judge R. L. Williams.....	Oklahoma City.....		Rate on fence posts.
J. W. Smart.....	Frederick.....		Overcharge on shipment household goods.
J. S. Conner.....	Knowles.....		Rate on shipment auto.
F. A. Thorn.....	Muskogee.....		Rate on shipment apples.
Massingale & Duff.....	Cordell.....		Rate on shipment lumber.
J. F. Litus.....	Valliant.....		Rate on household goods.
E. M. Wimberly.....	Salina.....	C. R. I. & P.....	Tonnage of shipment.
Weatherford Mill. Co.....	Weatherford.....		Routing grain shipments.
Ponca City Mill. Co.....	Ponca City.....		Rate on shipment household goods.
C. E. Eross.....	Avard.....		Furnishing double deck cars.
Fred Livingston.....	Sayre.....	C. R. I. & P.....	Rates on brick.
Coffeyville V. B. & T. Co.....	Coffeyville.....		Rate on coal in state.
A. D. Winson.....	Frederick.....		Rate on shipment coal.
F. T. Foley.....	Parsons, Kan.....		Rate interstate shipments hay.
Fred Kelley.....	Vinita.....		Refund on shipments fruit, etc.
Wood Produce Co.....	Shawnee.....	St. L. & S. F.....	Claim for loss and damage.
A. D. Root & Co.....	Roosevelt.....	St. L. & S. F.....	Rate on oil pumps.
W. L. Alsop.....	Madill.....	M. K. & T.....	Refund on ticket.
L. T. Trotter.....	Oklahoma City.....		Rate on shipment coal.
R. E. Brewer.....	Elmer.....		Rate on cotton seed oil.
E. B. Ham.....	Jennings.....	U. S. Exp.....	Refund on empty cream cans.
Farmers U. Cream Co.....	Pawnee.....		Rate on refined oil.
W. W. Robertson.....	Oklahoma City.....		Rate on shipment auto.
Parris Oil Co.....	Hollis.....		Sales account car stock.
T. L. Wilson.....	Erick.....	C. R. I. & P.....	Switching car of lumber.
H. F. Ward.....	Wardville.....	M. K. & T.....	Rate on shipment hay.
Home Lbr. Co.....	Tupelo.....		Undercharge on shipment hogs.
Harry Weinberger.....	Guthrie.....	C. R. I. & P.....	Cars for oil shipments.
W. F. Shewey.....	Orienta.....		Track connections at Reynolds.
W. H. Hooper.....	Thomas.....	St. L. I. M. & S.....	Rate on shipment wagon.
Sageyah Oil Co.....	Fuasa.....		Rate on emigrant outfit.
Ingham Lbr. Co.....	Kansas City.....		Contract relative to warehouse.
Y. L. Capps.....	Stroud.....	St. L. & S. F.....	Switching charges at Perry.
J. H. McKanan.....	Wagoner.....	St. L. & S. F.....	Rate on emigrant outfit.
Cordell Gim & Mill Co.....	Cordell.....	K. C. M. & O.....	Rate on shipment kafir.
E. J. Miller.....	Perry.....	W. F. & N. W.....	Rate on shipment oil well supplies.
W. P. Wilson.....	Alone.....		
J. L. Odell.....	Sharon.....	St. L. & S. F.....	
C. S. Vaughn.....	Morris.....		

Name.	Address.	Railroad.	Subject.
New State Lbr. Co.	Muskogee		Rate on shipment lumber.
Guthrie Mill & E. Co.	Guthrie	C. R. I. & P.	Rate on shipments flour.
J. E. Love	Sharon	m. Exp.	Rate on shipment lard and sausage.
J. L. Lowenthal	Aniters		Rate on car of coal.
J. L. Galbreath	Boswell		Rate on shipment lumber.
N. C. Faulkner	Clayton		Rate shipment grain products.
Chickasha Mill. Co.	Chickasha		Capacity of car for shipment wheat.
Weatherford Mill. Co.	Weatherford		Refund on ice book.
W. H. Merchant	Oklahoma City		Rates on coal.
Treese Cotton Co.	Jennings		Rates on petroleum.
Cudahy Refining Co.	Chicago		Rates on ice shipments.
H. Vanderfloe	Millerton		Merchandise rates to Shawnee.
Hames Cash Grocery	McComb		Weighing of coal in state.
Anadarko Cot. Oil Co.	Anadarko		Reconsignment of fuel.
Southern Fuel	Dallas	C. R. I. & P.	Shipment trunk of meat.
H. M. Benefield	Port	U. S. Exp.	Rate on auto and zulu.
A. H. Guyer	Chattanooga	St. L. & S. F.	Rate on plaster in state.
Acme Cement Plas. Co.	St. Louis		Equipment of cars furnished.
S. W. Cot. Oil Co.	Oklahoma City		Rate on shipment lump coal.
W. L. Cushmanberry	Wann		Rate shipment household goods.
Mrs. Grace Clemmons	Newkirk		Rate on shipment coal.
Tipton Coal & Fuel Co.	Tipton		Rate on shipment coal.
J. E. LeBosquet	McAlester		Refund on unused ticket.
J. E. Love	Oklahoma City	C. R. I. & P.	Rate on car coal.
Harris Irby Cot. Co.	Watonga	C. R. I. & P.	Rate on cotton seed—two line haul.
Roff Oil Co.	Roff		Rate on car oil.
Muskogee Ref. Co.	Muskogee	C. R. I. & P.	Rate on store fixtures and merchandise.
Lion Store	Chickasha		Rate on E-O, horses and cows.
E. E. Breckenditte	Jones		Damage to shipment celery.
McAlester Stor. & C. Co.	McAlester		Shortage two boxes cigars.
G. W. Neldon	Tulsa	U. S. Exp.	Rate mixed shipment flour and bran.
Chickasha Milling Co.	Chickasha		Complaint against agent.
F. Firebaugh	Gracemont	C. R. I. & P.	Rate on shipment chicken remedy.
J. C. Clemmons	Anadarko		Rate on shipment household goods.
M. P. Updike Co.	Muskogee		Rates on bolts and staves.
A. L. Bond	Cordell		Damage to shipment glass and household goods.
Ponca City Mill. Co.	Ponca City	St. L. & S. F.	Milling in transit.
Okla. Millers' Assn.	Oklahoma City		Rate on grain products.
Shawnee Mill. Co.	Shawnee		Mixing state and interstate tonnage.
El Reno M. & E. Co.	El Reno		Cooperation of cars.
Villa Norris	Lehigh		Controversy shipment household goods.
Hobart M. & E. Co.	Hobart	M. K. & T.	Rate and route shipment grain products.
Thomas Mill. Co.	Thomas	A. T. & S. F.	Loss in transit to shipment wheat.
J. G. Wulff	Jenks	Midland Valley	Damage to car ice.
Anadarko Mill. Co.	Anadarko	C. R. I. & P.	Milling in transit privileges.
N. Y. Plate Glass Co.	Oklahoma City		Rate returned shipment broken glass.

Name.	Address.	Railroad.	Subject.
C. A. Farrand	Belva	St. L. & S. F.	Rate on car produce.
LaFayette Norris	Galva	St. L. & S. F.	Shipment bed mattress lost in transit.
Perry Mill, Co.	Perry	A. T. & S. F.	Rate shipment grain products.
C. N. Grotten	El Reno	C. R. I. & P.	Rate on shipment horses.
N. V. Bilby	Wecharty		Rate on shipment cattle.
Hobart M. & E. Co.	Mangum		Delay in transit shipment cotton.
McAlester Edwards C. C. McAlester	Yukon	C. R. I. & P.	Switching service in Oklahoma.
Keel & Son	Lindsay	A. T. & S. F.	Overcharge on box of household goods.
H. E. Robb	Millerton	C. R. I. & P.	Demurrage on various shipments.
Lydia Meehan	Phillips		Rate on shipment fence posts.
Matthews Linton Gr. Co.	Chickasha		Loss of trunk in shipment.
H. E. Robb	Millerton		Rates on hay, grain and coal.
Ernest Kessler	Yukon	W. F. & N. W.	Rate on fence posts.
C. E. Bee	Oklahoma City	C. R. I. & P.	Shipment household goods lost in transit.
Okla. Refining Co.	Oklahoma City		Refund on ticket.
Kenamer & Wheeler	Madill	St. L. & S. F.	Delivery of shipment oil.
W. W. Davis	Tonkawa	St. L. & S. F.	Overcharge two cars wood.
E. D. Murdaugh	Durant	A. T. & S. F.	Rate on shipment potatoes.
A. O. Grissom	Snyder		Damage to shipment household goods.
Kent & Gardner	Garber	St. L. & S. F.	Weighting cars grain products.
Wm. G. Capps	Mountain Park		Loss of coal in transit.
B. R. Seymour	Fletcher	St. L. & S. F.	Rate on rough granite.
Sentinel Nursery	Sentinel		Rate on shipment stoves.
T. O. Edwards	Custer City	M. K. & T.	Damage to box nursery.
A. C. Houston	Wichita	A. T. & S. F.	Loss of weight of coal in transit.
Okla. Post Co.	Wapanucka	St. L. & S. F.	Rate on shipment posts.
Okla. Gln Co.	Oklahoma City		Undercharge shipment posts.
Denison M. & Gr. Co.	Ada		Rate on immature cotton.
Elmer E. Smith	Shawnee		Rate on car oats and chops.
Cherokee Grain Co.	Cherokee		Refund on credential book.
Robert D. Jones	Dallas		Rate on shipment coal.
Foster Lumber Co.	Kansas City	St. L. & S. F.	Rate on shipment fence posts.
Will H. Vandavert	Noble		Refund on shipments lumber.
W. S. Gray	Lexington		Refund on ticket.
Guthrie M. & E. Co.	Guthrie	Okla. Central	As to shipping liquor.
C. D. Baldwin	Geary		Overcharge on shipment flour, etc.
G. W. Gould	Ashland		Rate on shipment horses and mules.
Jno. A. Whyne	Ada	M. K. & T.	Express rate on shipment hogs.
Hugo Brokerage Co.	Hugo	St. L. & S. F.	Damages account delay of lost trunk.
Wm. F. Warren	Ardmore		Rate on cotton seed meal and hulls.
Pauls Valley I. & F. Co.	Pauls Valley		Damage shipment hay.
Oakwood Prod. Co.	Oakwood		Packing ice for shipment.
Shawnee Mill. Co.	Shawnee	K. C. M. & O.	Refusing shipment eggs account freezing.
C. S. Williams	LaHarpe, Ill.	M. K. & T.	Undercharge shipment grain products.
Okla. Refining Co.	Oklahoma City	St. L. & S. F.	Balance due on salary—services at Porter.
R. M. & E. A. Nash	Oklahoma City	C. R. I. & P.	Delay to shipments oil.
			Refund on tickets.

Name.	Address.	Railroad.	Subject.
C. B. Bee.	Oklahoma City	So. W. P. M. B.	Refund on Intchble. scrip book
Pittman & Harrison Co.	Claremore	St. L. & S. F.	Weight mixed shipment grain products.
L. Bennett	Oklahoma City	A. T. & S. F.	Damage to trunk in shipment.
Hobart M. & E. Co.	Hobart		Stopping flour in transit.
Kennedy Bros.	Stringtown		Rate on shipment coal.
Bart Murphy	Guthrie	St. L. & S. F.	Rate on emigrant outfit.
B. W. Clark	Arnett	A. T. & S. F.	Storage on shipment at Shattuck.
Goode Grain Co.	Elk City	St. L. & S. F.	Rate on shipment kafir heads.
C. H. Lohman	Guyton	U. S. Exp.	Rate on shipment butter.
E. Harding	Caddo	C. R. I. & P.	Refund on shipment merchandise.
Doty & Scott.	Alva	St. L. & S. F.	Overcharge on shipment oil.
Sand Springs Lbr. Co.	Sand Springs		Lumber rates one and two line haul.
Geary M. & E. Co.	Geary	C. R. I. & P.	Overcharge shipment grain products.
Hobart M. & E. Co.	Hobart	C. R. I. & P.	Overcharge shipment mill products.
Levy & Levy	Muskogee		Rate on contractor's outfit.
Chas. E. Mitchell	Butler		Overcharge shipment hardware.
Okla. Coal Co.	Wagoner	C. & O. W.	Rate on shipment coal to Dewar.
Muskogee Refining Co.	Muskogee		Rate on shipment oil.
Ponca City Mill. Co.	Ponca City	St. L. & S. F.	Rate on car flour.
H. A. Kerley	Cornish	C. R. I. & P.	Rate on car cattle.
C. G. Crawford	Ponca City		Rate shipment stock.
Geo. W. Hamman	Readout	Mo. Pac.	Misrouting shipment household goods.
Hinton Mill. Co.	Hinton		Rate on shipment cotton seed.
J. A. Chittwood	Geary		Rate interstate shipment merchandise.
Guthrie M. & E. Co.	Guthrie		Rate shipment mill products.
Ryan Board of Trustees.	Ryan		Rate on mine run coal.
Santa Fe C. & F. Co.	Cherokee		Weight of shipment coal.
Geo. A. Clark	Franklin, La.	C. R. I. & P.	Damage to shipment of dog.
Planters Gin Co.	Oklahoma City	C. R. I. & P.	Damage to shipment coal.
Pine Belt Lbr. Co.	Fort Towson		Rate on cotton seed hulls.
H. E. Robb	Millerton	A. T. & S. F.	Damage to shipment lumber.
Okla. Port Cement Co.	Ada		Advance in coal rates.
D. W. Drennan Gr. Co.	Thomas	C. R. I. & P.	Delay two cars corn.
W. G. Hunt	Hitchcock	C. R. I. & P.	Rate double deck car sheep.
Ollie Clem	Oklawaha		Form passenger ticket coupon.
Briscoe Bros.	Marlow	C. R. I. & P.	Loss and damage car peaches.
Keel & Son	Gainesville		Min. weight on oats in Oklahoma.
McAlester Macaroni Pac.	McAlester	St. L. I. M. & S.	Rate on macaroni to Arkansas.
H. F. Rafter	Kiowa, Kan.	A. T. & S. F.	Conduct passenger conductor.
C. Y. Cooper	Enid	St. L. & S. F.	Overcharge shipment coal.
Producers' Supply Co.	Tulsa		Rate on engine.
J. N. Carpenter	Fallsville		Rate on emigrant outfit.
C. H. Anglin	Mincola, Texas		Rate on watchmaker bench, etc.
H. E. Robb	Millerton	C. R. I. & P.	Rate on fence posts.
Fred L. Kelley	Vinita		Hay rates.
J. C. Arnett	Luther		Rate on shipment hogs.
J. H. Pealor	Terral	St. L. & S. F.	Min. weights shipments hay.

Name.	Address	Railroad	Subject.
R. B. Ragon	Oklahoma City		Overcharge shipment lumber.
Western Lbr. Co.	Oklahoma City		Overcharge on shipment lumber.
Pr-ice Sand Co.	Tulsa		Min. weight on sand in Oklahoma.
O. P. Mauck Lbr. Co.	Cleveland	Am. Exp.	Rate on car timber.
G. W. Boles	Claremore		Dressed turkey lost in transit.
Dascomb-Daniels L. Co.	Kansas City	K. C. M. & O.	Rate on fence posts.
Hobart M. & E. Co.	Hobart		Refund on shipment kaafir corn.
Pioneer Realty Co.	Guymon		Size of car for grain shipment.
Fittman Harrison Co.	Claremore		Rate on fertilizer in state.
E. K. & D. C. Kolp	Oklahoma City		Min. weight on oats.
Muskogee Brick Co.	Muskogee		Switching charges at Muskogee.
N. V. Bilby	Bilby		Rate on shipment cattle.
Lafe Garrett	Sharon	St. L. & S. F.	Loss shipment household goods.
P. Morrison	Willow Springs, Mo.		Rate on shipments hay.
Mike Cray	Live Oak, Fla.		Rate on emigrant outfit.
B. F. Sparks	Temple		Rate on car apples.
J. M. Donham	Fort Smith	C. R. I. & P.	Rate on emigrant car.
Williamson-Hal.-F. Co.	Oklahoma City		Rate on fruit jars.
C. L. Holland	Tulsa	Mid. Val	Rate on shipment cheese.
Pawhuska Transfer Co.	Pawhuska	Mid. Val	Agent refusing freight.
Sophie R. Ash	Dewey		Rate shipment lumber.
Cleveland M. & B. Wks.	Cleveland		Rate on three cars coke.
Ardmore Bedding Co.	Ardmore	St. L. & S. F.	Undercharge shipment cotton wood.
J. E. Love	Sharon	W. F. & N. W.	Delay to shipment posts.
Duncan Merc. Co.	Hugo		Rate on cotton seed.
F. E. Humphreys & Co.	Lone Wolf	U. S. Exp.	Rate on shipment hats.
Geo. Snot	Marietta	A. T. & S. F.	Unloading sand on right of way.
T. D. Turner & Co.	Oklahoma City		Express rates in state.
Plansifter Mill. Co.	Oklahoma City		Rate on shipment wheat.
Western Newspaper U.	Oklahoma City		Rate on news print.
Browne Grain Co.	McKinney, Texas		Rate on carload corn.
H. J. Nekson	Davidson	St. L. & S. F.	Loss of household goods—burned.
Foster Lbr. Co.	Kansas City		Rate on shipment cement plaster.
Foster Harris G. & E. C. Frederick	Kansas City		Rate on shipment slack coal.
F. Hayward	Bokoshe	C. R. I. & P.	Loss and delay of shipment trunk.
Roberts-Johnson & R.	St. Louis		Excess baggage rates.
Hobart M. & E. Co.	Hobart	St. L. & S. F.	Rate on shipment flour.
Ingham Lbr. Co.	Kansas City		Rate shipment yellow pine lumber.
J. B. Peace	Fletcher		Charges for crating trunk.
Adams Bros.	Ardmore	St. L. & S. F.	Loss of trunk in shipment.
H. C. Lookabaugh	Watonga	M. K. & T.	Express rates on a bull.
W. J. Driksell	Fargo	U. S. Exp.	Rate on coop chickens.
L. S. Robinson	Claremore	Wells Fargo	Rate on shipment horses and mules.
Guthrie M. & E. Co.	Guthrie		Movement of shipment corn.
J. E. Green	Oklahoma City		Weight on excess baggage.
E. A. Randall	Oklahoma City	A. T. & S. F.	Rate on shipment furniture.
E. S. Kitchen	Oklahoma City		Rate on shipment household goods.

Name.	Address.	Railroad.	Subject.
Geo. W. Dudley	Tishomingo		Rate on express shipment.
A. H. Hill Lbr. Co.	Cement	St. L. & S. F.	Shortage on coal shipments.
C. L. Boyd	Marletta		Rate on shipment from Sebering, Ohio.
David Schmidt	Kremlin		Service on shipment hardware.
Southern Fuel Co.	Dallas		Rate on mine run coal.
Geo. D. Saylor	Sayre	M. O. & G.	Rate on carload merchandise.
Black Canon Fuel Co.	Wichita Falls	W. F. & N. W.	Demurrage on car coal.
C. K. & N. Coal Co.	Wichita Falls	W. F. & N. W.	Storage charges on baggage.
Morris Brick & Coal Co.	Oklmulgee		Storage to shipment eggs by express.
Ben Thorn	Hennessey		Storage charges on cotton.
J. W. Arnold	Ardmore		Rate on shipment household goods.
John Hitt	Lindsay		Rate on shipment household goods.
Okl. Port. Cement Co.	Dewey	M. O. & G.	Loss of suit case en route.
Chas. Milner	Steedman		Switching charges at Burt's switch.
Mayme Law	Carmen		Rate on shipment syrup.
F. N. McCuiley	Kingfisher	C. R. I. & P.	Refund on ticket.
A. J. Hunt	Frederick	W. F. & N. W.	Passenger fare from McComb.
I. J. Tucker	Blanchard	Okl. Cent.	Rate on car coal.
A. Von Gouten	Sapulpa		Claim for loss and damage.
Mrs. M. E. Smith	Oklmulgee		Rate shipment grain products.
O. B. Brown	Tecumseh		Demurrage on cars at Quinlan.
Enid Electric & Gas Co.	Enid		Ordering cars for shipments hay.
Wm. A. White	Mutual	A. T. & S. F.	Rate shipment brick to Kingston.
Guthrie M. & E. Co.	Guthrie		Loss and damage claims.
C. A. Farrand	Belya		Responsibility for goods freezing.
Martha Alfalfa M. Co.	Martha	A. T. & S. F.	Rate on shipment wagon.
Ardmore B. & T. Co.	Ardmore		Claims for loss and damage.
Harry H. Smith	Taloga	St. L. & S. F.	Rate on stock cattle.
Tulsa Coca-Cola Bot. Co.	Tulsa		Rate roll printing paper.
Millet Bros. 1st Show.	Bilss	St. L. & S. F.	Express rate on fuel oil.
Jas. E. Scaggs	Kingfisher	C. R. I. & P.	Express rate on coop chickens.
El Reno M. & E. Co.	El Reno		Rate on emigrant outfit.
J. W. Kennedy	Fitzhugh		Rate on shipment coal.
Guthrie Leader	Guthrie		Rate on shipment household goods.
E. A. Sterling	Houston, Texas	St. L. & S. F.	Weights on coal shipment.
W. H. Deweese	Keenan		Damage to shipment eggs.
R. L. Graham	Valliant		Rates on coal shipments.
John Osterman	Gentry, Ark.		Time limit on mileage book.
U. S. Kellastone Co.	Muskogee		Rate on passenger ticket.
R. Q. Caruthers	McCurtain		Express rates on produce.
W. B. Goodfellow	Headrick	M. O. & G.	Rate shipment alfalfa hay and meal.
C. A. Betty	Waxahachie, Texas		
I. F. Warren	Brinkman		
H. Steinberger	Tulsa		
T. J. Meyer	Davenport, Iowa		
Geo. T. Green	Vici		
Hugo Brokerage Co.	Hugo		

Name.	Address.	Railroad.	Subject.
Pioneer C. & T. Co.	Oklahoma City		Rate on shipment fence posts.
J. D. Chalfant Gr. Co.	Clinton	St. L. & S. F.	Damage account delay furnishing cars.
Mrs. M. Herson	Parnell, Mo.	M. K. & T.	Damage to shipment household goods.
Victor C. Phillips	Durant	St. L. & S. F.	Refund on ticket.
M. S. Sharp	Ryan		Refund on ticket.
Thos. Kearse	Anadarko		Weight on shipment baled hay.
J. D. Johnson	Amber		Rate on emigrant outfit.
H. A. Brockhaus	Woodward		Merchandise rate from Syracuse, N. Y.
C. W. McDonald	Lawton		Rate on hay.
Union Iron Works	McAlester	M. K. & T.	Rate on brass rod.
N. V. Bilby	Bilby	St. L. & S. F.	Overcharge on shipment cattle.
E. M. Swan	Oklahoma City	Pullman Co.	Overcharge for berth.
Lawton M. & E. Co.	Lawton		Rates on shipments grain.
Roman Nose Gypsum Co.	Ferguson		Rate on crushed rock.
Sledge Lumber Co.	Ada		Rate on shipment lumber.
R. R. Vermillion	Wichita	St. L. & S. F.	Undercharge on shipment coal.
T. D. Turner & Co.	Oklahoma City	St. L. & S. F.	Rate on shipment onions.
H. B. Horton	Fort Worth	St. L. & S. F.	Rate on shipment apples.
R. C. Dawson	Vinita	U. S. Express	Rate on shotgun.
N. E. Weaver	Carnegie	U. S. Express	Rate on bee-hive material.
P. C. Rogers	Temple	U. S. Express	Overcharge merchandise and bread.
H. E. Robb	Coalgate	A. T. & S. F.	Delay to shipment household goods.
Chickasha Mill Co.	Millerton		Rate on shipment posts.
Wade S. Stanfield	Chickasha		Rate on shipment slack coal.
Peoples Furn. Co.	Sapulpa		Rate on oil well supplies.
Jim Keever	Ada		Rate on shipments household goods.
R. L. Payne	Vici		Weight on shipment goods.
W. M. Archer	Oklahoma City		Rate on shipment chairs.
Waples-Painter Co.	Chester	K. C. M. & O.	Securing baggage from station.
Alexander Grain Co.	Gainesville Tex.	St. L. & S. F.	Rate on emigrant outfit.
W. H. Bizzell	Frederick		Rate on coal and products.
E. H. Lookabaugh	Snyder		Damage to shipment grain.
Sophie R. Ash	Watonga		Rate to shipment household goods.
T. DeBruler	Dewey		Rate shipment household goods.
P. T. Walton Lbr. Co.	Oklahoma City	So. P. M. B.	Refund on shipment lumber.
A. M. Brandt & Son	Guthrie	C. R. I. & P.	Refund on creditals.
McCafferty & Thorp	Murray		Undercharge on car lumber.
Doth & Scott	Bridgeport	C. R. I. & P.	Rate on shipment grain.
H. D. Henry	Alva	A. T. & S. F.	Rate on car corn.
Thos. Hudgrove	Mangum		Delay to shipment oil.
Dierks Lumber Co.	Colony		Rate on sand and gravel.
A. L. Smith	Kansas City		Rate on shipment household goods.
R. L. Rhobards	Cushing		Rate on various shipments lumber.
J. W. Boatman	Camargo		Rate on shipment tanks.
Wallingford Bros.	Ashland Kan.	W. F. & N. W.	Refund on ticket.
Crescent Lbr. Co.	Kansas City	St. L. & S. F.	Delay to shipment eggs.
			Rate on grain shipment.
			Rate on shipment fence posts.

Name.	Address.	Railroad.	Subject.
Southwestern Mfg. Co.	Oklahoma City	C. R. I. & P.	Rate on shipment wire.
Chickasha L., H. & P. C. Chickasha	Ft. S. & W.		Rate on shipment slack.
A. J. Deaton	Ada	St. L. & S. F.	Rate on shipment stone.
John Wilkins	Bokoshe		Rate on car apples.
J. F. Frost	Oklahoma City	So. W. P. M. B.	Refund on credential book.
F. Bennett	Oklahoma City	So. W. P. M. B.	Refund on credential book.
Ramey & Massey	Tipton	M. K. & T.	Rate on shipment hay.
Roy Reese	Tulsa	St. L. & S. F.	Rate on shipment household goods.
L. H. Cooper	Stratford		Damage in shipping piano.
C. M. Witter	Bartlesville		Rate shipment household goods.
Oklahoma Oil & G. Co.	Oklahoma City	C. R. I. & P.	Rate shipment oil well supplies.
McAlester Fuel Co.	McAlester		Damage to shipment coal.
Cypay Oil Co.	Tulsa	M. K. & T.	Rate on shipment tank.
C. J. Moore	Caddo	Ft. S. & W.	Rate on shipment household goods
N. C. McEwen	Meridian		Rate on shipment household goods
Guthrie M. & E. Co.	Guthrie		Undercharge on car feed
A. M. DeBoit Lbr. Co.	Millerton	A T & S F-W F & N W	Rate on shipment machinery.
H. E. Robb	Miami		Rate on shipment fence posts.
S. F. Grubbe	Clinton		Claim for storage on machine.
Wilbur Miltenberger	McAlester		Damage claim on car coal.
Katy M. & E. Co.	Holdenville		Capacity of 26 foot car.
Reliable Coal Co.	Millerton		Refund on shipment coal.
H. E. Robb	Millerton		Overcharge on shipment fence posts.
L. M. Thompson	Bartlesville		Overweight shipments apples.
Stilwell Bd. of Trade.	Stilwell		Free transportation for agriculturists.
W. T. Anglin	Calvin		Rate shipment dog head.
A. N. Davis	Douglas		Rate shipment household goods.
W. W. Star	Alva	U. S. Exp.	Rate on car posts.
W. C. Bryan	Snyder		Rate on car mules.
J. C. Dulaney	Devol		Rate shipment paper dyes.
Hobart M. & E. Co.	Hobart		Overloaded cars of grain.
Guthrie M. & E. Co.	Guthrie	St. L. & S. F.	Switching charge at Ardmore.
C. E. Hancock	Waynoka		Storage on shipment merchandise.
Henry Fideless	Wichita	St. L. & S. F.	Coupon on ticket.
E. M. Abernathy	Lexington		Rate on alfalfa meal.
C. A. Swiny	Oklahoma City	K. C. M. & O.	Refund unused ticket.
W. L. Perkins Grain Co.	Oklahoma City	A. T. & S. F.	Demurrage on car grain.
Walton Lbr. Co.	Guthrie	St. L. & S. F.	Rate on car lumber.
Henry A. Fitts	Muskogee		Classification wire nails.
McAlester Fuel Co.	McAlester	W. F. & N. W.	Demurrage car coal.
C. F. Trader	Tonkawa	A. T. & S. F.	Rate shipment household goods.
Massey Bros.	Woodward	A. T. & S. F.	Delivery of shipment cabbage.
I. Sherman	Duncan		Discrimination in selling ice.
W. S. White	Dumcaen		Weight shipment of hay.
W. F. Herber	Muskogee		Rate on contractor's outfit.
Krouch Bros.	Tecumseh		Rate on shipment millet seed.
C. W. Shannon	Norman		Coal rates in Oklahoma.

Name.	Address.	Railroad.	Subject.
A. von Gouten	Sapulpa		Rate on strawberries.
Choc. Fen. & Tile Co.	Erlick	C. R. I. & P.	Undercharge on shipment posts.
J. C. McClure	Ingersoll		Loss and damage shipments stock.
J. M. Chapman	Oklahoma City		Improper checking of baggage.
Tulsa Traf. Bureau	Tulsa		Rate on shipment pull rods.
E. K. Griffith	Wanette	C. R. I. & P.	Rate on shipment live stock.
Shawnee Mill Co.	Shawnee		Rate three line haul shipment corn
Pack Longstreet	Shawnee		Delay in transit shipment buggy.
F. L. Boynton	Kingsfisher		Rates on lime stone.
Geo. L. Miller	Bliss		Rates on shipment hay.
Ferguson Hdw. Co.	Mt. View	C. R. I. & P.	Rate on Champion Header.
Guthrie M. & E. Co.	Temple	C. R. I. & P.	Switching charges grain products.
Sulzberger & Sons	Oklahoma City		Rate on shipments wagon, etc.
J. S. Townsend	Vici	W. F. & N. W.	Inter-city switching.
Clinton Alfalfa Mill Co.	Clinton		Movement of live stock.
Hames Cash Groc.	McComb		Milling in transit alfalfa hay.
C. L. Brooks	Jennings	St. L. & S. F.	Damage shipment household goods.
Carl H. Saber	Dayton, Ohio	St. L. & S. F.	Storage on shipment in depot.
Pittman & Harrison	Claremore		Rate on shipments of grain.
Pittman & Harrison	Claremore		Mixing shipments of grain.
Thos. E. Powe Lbr. Co.	St. Louis	St. L. & S. F.	Rate on car of oats and millet.
W. W. Pierce	Oklahoma City		Rate on green lumber.
Com'wealth Cot. Oil Co.	Cushing	C. R. I. & P.	Refund on ticket.
John Deere Plow Co.	Oklahoma City	Ft. S. & W.	Rate on car coal.
H. J. Miller	Oklahoma City	St. L. & S. F.	Rate on shipment
S. N. North	Indola		Passenger fare to Philadelphia.
Gerlach-Hopkins M. Co.	Woodward		Rate on shipment hay.
U. S. Kellastone Co.	Muskogee		Delivery shipment earthenware.
Joe A. Harbert	Shawnee		Undercharge on shipment and fence posts.
McAlester M. & E. Co.	McAlester	M. K. & T.	Rate shipment lumber and fence posts.
Pauls Val. Mill Co.	Pauls Valley	A. T. & S. F.	Transit privileges car bran.
Oklh. Sch. for Blind	Ft. Gibson	St. L. & S. F.	Rate movement of school fixtures.
Shelby-Downard As. Co.	Ardmore		Rate on rock asphalt.
C. R. Lowrie	Solro		Rate on shipment hay.
Motion Picture League	Enid		Rate on electric current.
R. W. Davis	Seward	M. K. & T.	Damage shipment hogs.
W. E. Latimer	Sulphur		Attendants with shipments live stock
Frank McNabb	Cushing	M. K. & T.	Storage on keg horse shoe nails.
P. N. Bennett	Oklahoma City	So. W. P. M. B.	Refund on credential.
F. C. Shepherd & Son	Hobart		Shortage on shipment wheat.
F. C. Shepherd & Son	Hobart		Destination weights on coal.
Nazareno Home	Oklahoma City		Trans. for financial agents.
Sam Chillet	Oakley		Rate on shipment cattle.
Clev. Vlt. Brick Co.	Cleveland	K. C. M. & O.	Routing of shipment brick.
F. S. VanGundy	McCane	W. F. & N. W.	Car ordered shipment Kafir corn.
J. F. Edwards	Okarche		Rate on agricultural implements.

Name	Address	Railroad	Subject
J. L. Donahoe	Tulsa		Shipment trunk to Ponca City.
G. R. Wilcox	Hugo		Rates on coal shipments.
Chas. Evans	Okemah		Rates on shipment merchandise.
Binding Stevens Sd Co.	Tulsa		Switching rates on grain.
I. A. Rodden	Fredrick		Rate on household goods.
C. W. Riddle	Tioga, Tex.		Rate on mineral water.
McAlester Fuel Co.	McAlester		Rate on car coal.
D. Lamkin	Broken Bow	T. O. & E.	Penalty of ten cents cash fare.
Shawnee Mill Co.	Shawnee		Transit privileges on grain.
Walter E. Latimer	Subpur		Trans. attendant with live stock.
Knowles Grain Co.	Denison, Tex.	W. F. & N. W.	Shrinkage shipment grain.
Lingo-keeper	Denison, Tex.		Rate on shipment fence posts.
R. A. Harris	Grandfield	Am. Exp.	Shipment revolver lost in transit.
Strang Com. Co.	Strang		Rate on grain products.
W. C. Flourney	Bristow	U. S. Exp.	Refusing shipment poultry.
I. Y. McFarland	Dewey		Rate on 2nd hand water pipe.
Southern Fuel Co.	Dallas	St. L. & S. F.	Overcharge on shipment coal.
Parris Oil Co.	Fredrick	W. F. & N. W.	Movement of shipment oil.
C. M. Witter	Partlesville	M. K. & T.	Conduct of conductor on train.
J. E. Love	Oklahoma City	C. R. I. & P.	Rate on ticket Elk City to City.
Can. M. & E. Co.	El Reno		Furnishing expense bills to shippers.
R. T. Madden	Oklmulgee		Express rates on books.
J. D. Adams	Homesstead	C. R. I. & P.	Rate on household goods.
H. T. Jarret	Thomas	St. L. & S. F.	Rate on bran milled in transit
R. C. Howard	Clinton		Rate on shipment coal.
Cessna Exhib. Co.	Enid		Time used delivering cotton.
H. D. Bennett	Manum		Rate on car cattle.
I. W. Woods	Paden		Rate on shipment candy.
J. L. Prince	Cushing		Rate on turkey eggs.
Mrs. S. S. Munson	Temple	U. S. Exp.	Rate on shipment alfalfa.
John L. Abernathy	Purcell		Rate on merchandise to Cordell.
Blair & Hughes	Dallas		Rate on household goods.
Smith's Photo Studio	Enid		Testing electric meters.
S. W. Gen. Elec Co.	Oklahoma City		Storage shipment coconuts.
Hanna Grain Co.	McAlester	M. K. & T.	Mixed shipments hay and oats.
Muskogee Com. Club	Muskogee		Rate on strawberries.
J. A. Mather	Oklahoma City	U. S. Exp.	Refund on credential book.
Geo. W. Webb	Oklahoma City	So. W. P. M. R.	Rate on shipment grain products.
Kansas Flour Mill	Wichita	So. W. P. M. E.	Demurrage shipment frozen oil.
Muskogee Elec Trac C.	Mt View		Rate on emigrant moveables.
Alice Wilburn	Oklahoma City	C. R. I. & P.	Rebate on passenger ticket.
R. N. Bennett	Oklahoma City	M. O. & G.	Undercharge on shipment wheat.
C. F. M. & E. Co.	Oklahoma City	Ft. S. & W.	Failure to receive sheriff permit
R. F. Richards	Woodward		Rate on emigrant outfit.
J. F. Sloan	Bristow	St. L. & S. F.	Facilities furnished-unloading
S. P. Blair	Supply		

Name	Address.	Railroad.	Subject.
P. A. Kline	Helena		Rate on emigrant outfit.
G. F. Hans	Henryetta		Rate on canvases or tent.
Barbour & Sons	Norman	M. K. & T.	Delivery of shipments stationery.
A. R. Thickett	Tryon		Damage for killing cattle.
H. O. Dutton	Clinton		Demurrage and compressing charge.
Southern Fuel Co.	Dallas		Rate on shipment coal.
Samuel J. Krepps	Oklahoma City	So. W. P. M. B.	Refund on credential book.
Cent. Brokerage Co.	Kansas City		Rate on car apples.
Smith & Haynes	Hooker		Freight rates to and from Hooker.

List Informal Complaints Handled Through the Rate Department During the Fiscal Year Ending June 30, 1914

Name.	Address	Railroad.	Subject.
Okla. Moline Plow Co.	Oklahoma City	C. R. I. & P.	Rate farm wagons Stroughton Wis. to Howe, Ok.
Oliver Black	Oklahoma City	M. K. & T.	Passenger fares to Luther.
Lawton Ice Co.	Lawton	Frisco	Refrigerator cars for loading ice.
W. D. Ferguson	Oakman	Frisco	Agent and service at station.
D. Head & Son	Durant		Express rate per cwt. for 12 miles.
Cooper & Bones	Ada	M. K. & T.	Switching charge for two cars brick.
Boring-Kim Prod. Co.	Clinton	C. O. & W.	Abolishing station at Hammond Junction.
D. W. Moorehead	Choteau	M. O. & G.	Rate one coach and one baggage car.
Southern Fuel Co.	Dallas		Rate car coal Helena to Savanna.
E. B. Franks	Tonkawa		Rate on threshing machines from Racine, Wis.
F. C. Tracy	Beaver	A. T. & S. F.	Promotion of a railroad, Forgan to Beaver.
H. J. Hodge	Abilene, Kans.		Unloading of machinery shipped L. C. L.
Lee A. Akin	Watonga		Ticket in accordance with sheriffs permits.
J. N. Carpenter	Fallsville, Ark.	C. R. I. & P.	Rate on E. O. from Tryon, Okla.
Hobart M. & El Co.	Hobart	Frisco	Overcharge on shipt. grain products.
Geronimo Coal Co.	Geronimo	C. R. I. & P.	Undercharge on shipment coal.
J. B. Edwards	Fitzhugh	Frisco	Rate shipment wire from Okla. City.
T. J. Lindsay	Navas		Loss and damage claims.
Joe Jones	Tecumseh		Storage on trunk.
Smith Drug Co.	Moorewood	C. R. I. & P.	Rate on ice from Hammond.
Renfrow G. & F. Co.	Renrow	W. F. & N. W.	Material used in cooping cars.
A. F. Lewis	Gate	C. R. I. & P.	Rate shipment cans seed from Hooker.
Mrs. R. M. Proctor	Drumright	Frisco	Lost box household good from Baltimore.
Premium Glass Mfg. Co.	Sapulpa	Frisco	Demurrage on equipment of plant.
H. J. Hays	Clinton		Loss of blankets.
Kingfisher M. & E. Co.	Kingfisher	M. K. & T.	Demurrage on car at Coalgate.
Francis Borell	Dover	C. R. I. & P.	Rate on shipment of cement.
S. A. Larkin	Hulbert	Frisco	Services received at station.
W. F. Hancock	Hobart	C. R. I. & P. & Frisco	Interchangeable baggage, etc.
Jim Tom Story	Erick		Fruit rates, etc.
Levy & Levy	Muskogee	Am. Exp.	Rate on shipment tents.

Name.	Address	City	Railroad	Subject
Okla. City M. & E. C.	Okla. City	City		Capacity and loading of car ordered.
McAlester Edw's. C. Co.	Pittsburg, Okla.	Okla.		Weighing of coal in transit.
Tulsa Traffic Ass'n	Tulsa	Tulsa	M. K. & T.	Rating on iron pipe shipped as junk.
J. J. Speer	Muskogee	Wichita		Refusal to transfer trucks on ticket at Vinita.
Kansas Flour Mills	Wichita	Wichita		Interstate billing on car flour etc. from Cherokee.
Hardeman King Co.	Denison, Tex.	Denison, Tex.	Frisco	Trans. car hay shipped Pauls Valley to Ardmore
Lingo Leeper Co.	McAlester	Denison, Tex.	A. T.	Rate shipment posts.
McAlester Storage Co.	Tonkawa	McAlester	A. T. & S. F.	Storage on car flour from Thomas.
Blackwell M. & E. Co.	Blackwell	Tonkawa	A. T. & S. F.	Rate shipment corn from Superior, Nebr.
Blackwell M. & E. Co.	Blackwell	Blackwell	A. T. & S. F.	Unloading part shipment wheat enroute.
Geo. E. Gardner	Okla. City	Okla. City		Refund on mileage credential.
Heit Watson	Okla. City	Okla. City		Refund on mileage credential.
W. W. Wheeler	Sallisaw	Okla. City		Rate on interstate shipment peaches.
Starr Bros.	Supply	Sallisaw		Loss on various shipments.
P. J. Jorgensen	Texhoma	Texhoma	C. R. I. & P.	Rate on E. O. from Merrick.
R. A. Meacham	Forgan	Texhoma	W. F. & N. W.	Rate on H. H. good to Durring, Nebr.
A. L. Phillips	Newkirk	Forgan	A. T. & S. F.	Rate on H. H. goods to Devol.
S. F. Coal & F. Co.	Cherokee	Newkirk	A. T. & S. F.	Weighing of coal over wagon scales.
C. G. Means	Cleveland	Cherokee	A. T. & S. F.	Rate shipment castings from Freeport, Ill.
W. E. Kinder	Helena, Ark	Cleveland	M. K. & T.	Rate shipment household goods to Wichita.
W. A. Siler	Cherokee	Helena, Ark		Rate on auto and E. O. to Sacramento Cal.
J. A. Secrest	Camargo	Cherokee	W. F. & N. W.	Rate on various shipments.
D. A. Herring	Ada	Camargo	W. F. & N. W.	Rate on asphalt rock, etc. to Denison.
Fred E. Hoyt	Chandler	Ada	M. K. & T.	Rate on various shipments.
Fred Comstock	Granite	Chandler		Additional charges for cash fares on train.
Jarrett Tocc	Mangum	Granite		Weight shipment cotton to Chickasha.
C. E. Ransom	Enid	Mangum		Rate on shipments livestock.
T. W. Taylor	Snyder	Enid		Refund on mileage credential.
Herridon & Co.	Chickasha	Snyder		Additional charge for cash fare.
Morris Brick & C Co.	Oklmulgee	Chickasha	St. L. & S. F.	Rate on car coal from Hickory.
W. H. Rendall	Okla. City	Oklmulgee	St. L. & S. F.	Penalty charge on sht. brick unloaded in trans.
J. R. Money	Okla. City	Okla. City	A. T. & S. F.	Rate on shipment balloon from Woodward.
J. R. Burtison	Rush Springs	Okla. City	C. & O. W. F.	Refund on unused ticket.
Lingo Leeper Co.	Dallas, Tex.	Rush Springs	C. R. I. & P.	Manner of furnishing cars for shipment melons.
Frisco Lumber Co.	Dallas, Tex.	Dennison, Tex	M. K. & T.	Rate on B. D. posts.
W. H. Burrow	Hanson	Dallas, Tex.	Mid. Val.	Rate on yellow pine lumber.
S. B. Elzey	Ardmore	Dallas, Tex.	A. T. & S. F.	Rate on yellow pine lumber.
C. A. Mayhew	Alva	Hanson	A. L. I. M. & S.	Excess fare without ticket.
Folsom M. Coal Co.	Hugo	Alva	C. R. I. & P.	Rate shipment yellow pine lumber.
W. M. Drum	Hugo	Hugo	A. T. & S. F.	Rate shipment grain products.
El Reno G. & E. Co.	Tribbey	Hugo	C. R. I. & P.	Rate shipment rocking chairs.
Hobart Ice & Bot. Co.	Perry	Tribbey	A. T. & S. F.	Switching on cash fare.
J. G. Cronin	Perry	Hobart		Penalty on cash fare.
		Perry		Rate on slack coal.
		Perry		Rate on household goods from Meridian.
		Perry		Reconsigning charge on car coal from Lone Wolf.
		Perry		Rate on slack coal.

Name.	Address.	Railroad.	Subject.
Morris Brick & C. Co.	Oklmulgee	Ft. S. & W.	Rate shipment brick.
R. N. Bennett	Oklahoma City		Refund on mileage credential.
H. E. Robb	Millerton	W. F. & N. W.	Rate on shipment B. D. posts.
F. M. Daniels	Mulhall	A. T. & S. F.	Rate on household goods.
Jameson Lbr. Co.	Enid	W. F. & N. W.	Rate on shipment shingles.
Chas. L. Smith	Vinita		Rate on shipment household goods.
H. E. Cline	Elgin	Frisco	Rate on shipment posts.
W. G. Bessey	Alva		Passenger rates in state.
B. J. Roberts	Salt Fork		Rate on cattle from Higgins.
Thad Conn	Indianaola	Ft. S. & W.	Rate on stallions.
G. A. Cline	Oklahoma City		Rate on engine, separator, etc
Custer Milling Co.	Custer City	W. F. & N. W.	Rate on wheat products.
Howard Wellborn	Howe	Wells Fargo	Rate on lemons.
V. M. Lord	Oklahoma City	C. R. I. & P.	Passenger fare from Carnegie.
W. B. Martin	Blackwell	A. T. & S. F.	Passenger fare from Autwine.
Chas. M. Evans	America	St. L. & S. F.	Damage for mule killed.
E. R. Williams	Buffalo		Rate on shipment posts.
Coleman H. & F. Co.	Coleman	M. O. & G.	Rate on agricultural implements.
C. H. Lund	Waurika	U. S. Exp.	Rate on shipment poultry.
J. L. Wilson	Mangum City		Rate and Classification auto tires.
W. H. Lee	Strong City		Rates on various commodities.
D. E. Blackburn	Nida		Damage to shipment hogs.
C. L. Burdick	Stillwater		Rate on E. O. to Tampa, Fla.
E. A. Stonehouse	Pawhuska		Rate on motor cycle.
A. G. Curtis	Sallisaw		Rate on sheriff's ticket.
C. Y. Sempie	Oklahoma City		Delivery shipment oats.
Keirn Lbr. Co.	Cushing		Demurrage shipment lumber.
Oddfellow M. & Co.	Checotan	M. K. & T.	Rate on two cars coal.
J. W. McNeal	Tulsa		Rate on shipment corn.
J. O. Minter	Madill		Rate on live poultry.
L. C. Laws	Lawton		Refund on credential book.
E. B. Heilman	El Reno		Rate on car hay.
Walker O'Bannon	Oklahoma City		Refund on credential book.
Chickasha Cot. Oil Co.	Chickasha		Rates on cotton and products.
Leeper Bros. Lbr. Co.	Gainesville	Frisco	Rate on roofing, etc.
J. A. Secrest	Carmago	W. F. & N. W.	Rate on shipment mill stones.
Frisco Lbr. Co.	Dallas	Mid. Val.	Rate on cypress lumber.
R. C. Moore	Shawnee		Weights on car coal.
R. W. Wooley	Washington		Rate on soft coal.
Enid M. & E. Co.	Enid		Rate on return shipment flour.
Gypsy Oil Co.	Tulsa		Rate on shipment wooden tanks.
C. E. Knarr	Leedy		Rate on shipment ice.
Blackwell Grain Co.	Blackwell		Rate on shipment hay.
Wm. S. Rogers	McAlester		Excess for cash fare on train.
Mrs. M. J. Kelly	Felismore, Fla.		Rate on household goods from Elk City.
Anthony Who. Gro. Co.	Alva	W. F. & N. W.	Time consumed in forwarding shpts. at Woodward
U. S. Gypsum Co.	Chicago	Frisco	Weight shipment wood fibre.

Name	Address	Railroad	Subject
J. C. Hohman	Stuart	C. R. I. & P.	Rate cotton seed meal, etc.
Joe Harbert	Shawnee	C. R. I. & P.	Rate shipment coal.
R. A. Thorne	Carnegie	C. R. I. & P.	Rate on stock cattle.
James A. Cowan	Moore		Rate shipment printed matter.
J. I. Grundy	Alva		Storage on shipment wall paint.
J. F. Devol	Devol	W. F. & N. W.	Rate on shipment auto castings.
G. Y. Mellon	Oklahoma City		Refund on credential book.
A. H. Bullard	Oklahoma City	M. K. & T.	Rate on shipment household goods.
Am. Brick & Tile Co.	Tecumseh	C. R. I. & P.	Rate on shipment brick.
Badger Lbr. Co.	Gibson		Rate on blasting caps.
Hardeman King Co.	Oklahoma City		Reassignment car hay.
El Reno M. & E. Co.	El Reno		Aitceage Eison to Ralph.
Peoples Ice & C. S. Co.	Claremore	Wells Fargo	Rate on ice in 100 pound cakes.
H. P. Rulison	Porum	M. K. & T.	Refund on ticket.
F. W. Ward	Elk City		Care of shipment live stock.
O. W. Hutchison	Shattuck	A. T. & S. F.	Loss and damage to shipment grain.
Okla. City M. & E. Co.	Okahoma City		Switching charge for wheat milled in transit
C. C. Clark	Muskogee		Rate on shipment household goods.
M. F. Ward	Arnett	A. T. & S. F.	Delay on shipment cattle.
D. V. Leekey & Co.	Oklahoma City		Rate on shipment hay press.
Shawnee Milling Co.	Shawnee	A. T. & S. F.	Rate on shipment grain products.
Pauls Valley M. Co.	Pauls Valley		Rate on shipment plaster.
H. E. Willson	Homestead		Rate on shipment groceries.
Griffin Groc. Co.	McAlester	W. F. & N. W.	Delay to shipment plaster.
W. R. Davis	Vict		Damage for killing cow.
T. R. Palmer	Muskogee		Interstate passenger fare.
J. W. Barton	Ferry		Delay to shipment books.
Walter O'Bannon	Oklahoma City		Refund on credential book.
W. A. Berran	Oklahoma City		Refund on credential book.
Frank L. Hamilton	Enid	Frisco	Rebate on stop-overs enroute.
J. D. Adams	Homestead	W. F. & N. W.	Rate shipment washing machines.
Harry Swope	Stillwater		Household goods lost in transit.
H. D. Nichols	Washita		Delay in transit car coal.
Cent. G. & Com. Co.	Muskogee	Frisco	Switching charges.
Hobart M. & E. Co.	Hobart	C. R. I. & P.	Delay shipment car corn.
W. S. Staley	Chickasha		Delay of train at El Reno.
J. H. Phipps	Bridgeport		Damage for killing hogs.
A. H. Davis & Son	Rush Springs	C. R. I. & P.	Rate on 2nd hand merchandise.
J. M. Glen	Hinton		Rate on shipment stock.
W. J. Smith	Gore	St. L. I. M. & S.	Shortage on shipment coal.
Bromide White Lime C.	Bromide		Rate on shipment white lime.
J. W. McNeal	Tulsa	Ft. S. & W.	Rate on shipment corn chops.
Harris Bros.	Hewitt		Rate on cross ties.
P. C. Rambo	Morris		Delay to shipment timber.
T. F. Lanegan	Catoosa		Rate shipment household goods.
C. D. Howell	Broken Arrow		Rate shipment household goods.
Doc Bellows	Blair		Rate on stock cattle.

Name	Address	Railroad	Subject
Cragin Lbr. Co.	Guthrie		Rate shipment lumber.
Thomas Mill Co.	Thomas	Frisco	Rate shipment bran and chops.
Anderson Grain Co.	Wichita		Rate shipment oats.
J. W. McNeal	Tulsa	C. R. I. & P.	Rate shipment household goods
Mrs. Ethel Dorrel	Fayetteville	A. T. & S. F.	Rate shipment flour, etc
M. Chamberlain	Tulsa	St. L. I. M. & S.	Refund on cash fare.
J. L. Donley	Forgan	W. F. & N. W.	Rate on shipment pickets.
T. T. Ball B. D. Co.	Farmerville	W. F. & N. W.	Rate on shipment fence posts.
V. M. Lord	Oklahoma City	W. F. & N. W.	Refusal to sell ticket on credential.
F. E. Hartrout	Foss	C. R. I. & P.	Refund on credential.
W. A. Rowsey	Kiowa	M. O. & G.-M. K. & T.	Undercharges accruing while agent.
L. M. Geusman	Lawton		Terms of refund on credential.
Ingham Lbr. Co.	Kansas City		Rate on yellow pine lumber.
J. K. Jones	Muskogee		Rate on ticket.
Dr. J. M. Mickie	Sulphur		Rate on E. O.
R. E. Davis Drug Co.	Woodward	A. T. & S. F.	Rate on soda fountain.
Starr Bros.	Supply	W. F. & N. W.	Rate on shipments cream.
C. H. Elliott	El Reno	C. R. I. & P.	Rate on shipment household goods.
C. E. Barney	Chickasha	Frisco	Rate on rough granite.
Chas. Bohn	Yukon		Rate on E. O.
J. R. Haley	Fairview		Rates on grain and products.
Hugo Brokerage Co.	Hugo		Rates on shipment hay.
C. W. Kilgore	Yonkers	M. O. & G.	Rate on shipment traction engine.
Highgrade Oil Co.	Enid		Rate on shipment tanks.
A. G. Hughey	Dewar	Frisco	Storage on trunk.
Jacob Holzman	Pahnesta	Frisco	Rate on household goods.
James McCord Co.	Ft. Worth		Rate shipment Altus to Hollis.
W. E. Clark	Mustang City		Rate on shipment coal.
Dewey Portland Cem. Co.	Kansas City		Stopping shipments cement in transit.
News Dis. Ptg. & A. C.	Shawnee		Rate and classification old machinery.
Arm. Cem. Plaster Co.	Shawnee		Switching rates rock asphalt.
Industrial Cot Oil Co.	Denison	C. R. I. & P.	Rate on cotton seed.
L. R. Marston	Ardmore	Frisco	Rate on shipment cement stone.
Caryell Merc. Co.	Hayward		Rate on lump coal.
R. O. Jagers	McAlester		Rate shipment merchandise.
R. E. Trammell	Oklahoma City	K. C. M. & O.	Refund on ticket.
Welch Who. Hdw. Co.	Clinton		Rate shipment hardware.
W. C. Norris	Tulsa	Frisco	Rate on castings.
Davidson & Case. L. Co.	Wichita		Demurrage car coal.
Catale Coal Co.	Catale		Demurrage car coal.
Dr. Speer	Cushing	Frisco	Refund on ticket.
J. H. Criswell	Gate	A. T. & S. F.	Claim for fair pd. when accompanying sbpt. cattle.
Ben Douglas	Hopeton		Rate on lump coal.
Ada Compress Co.	Ada		Rate shipments cotton.
L. F. Cornelius	Wynnewood		Rate on merchandise.
Henry Wiggs	Dallas	M. K. & T.	Excess fare on train.
J. G. Coon	Oklahoma City	Frisco	Reduction on cotton seed rates

Name.	Address.	Railroad.	Subject.
B. B. Burnett	Sapulpa	Frisco	Discrimination in compress regulations.
Apache Cot Oil & M. C. Chickasha	Chickasha	Frisco	Switching charges on cotton seed.
Shawnee C. & Mtl. Co.	Shawnee	C. R. I. & P.	Rate on lump coal.
A. M. DeBolt	Oklahoma City	Frisco	Weight of shipment coal.
J. C. Conrad	Cement		Delay to shipment merchandise.
Dolese Bros.	Chicago		Undercharge on shipment lime stone.
John Agv	Cushing	M. K. & T.	Rate of shipment merchandise.
Manly B. Updike	Dewey		Delay of shipment motor cycle.
Loose Willes Biscuit Co.	Kansas City		Class rates intrastate shipments candy.
W. R. McClure	McAlester		Excess charges on cash fare.
C. H. Hyde	Alva	K. C. M. & O.	Rate on shipment steel slabs.
Howard Weilborn	Howe	K. C. S.	Delay of shipment drugs.
M. P. Shook	Cushing	M. K. & T.	Loss and damage claim.
Shawnee C. M. Co.	Shawnee	Frisco	Rate on shipment posts.
Shawnee C. & Tim. Co.	Shawnee		Rate on cord wood.
H. E. Derwin	Guthrie		Rate on shipment news print paper.
Z. W. Weldon	Wewoka		Rate on shipment household goods.
J. W. Harris	El Reno		Excess fare paid on train.
Dan Neil	Billings	C. R. I. & P.	Weight of shipment wheat.
J. E. Love	Sharon	W. F. & N. W.	Rate on shipment rye.
Brass Hdw. Co.	Roft		Rate on shipment stoves.
H. H. Smith	Tablequah		Rate on shipment scrap iron.
Goodner Malone Co.	Tulsa	Frisco	Switching service.
U. S. Gypsum Co.	Chicago		Rate on plaster.
Joe L. Porter	Lavton		Refund on credential book.
R. E. Cahoon	Hallett		Rate on 2nd hand store fixtures.
Shawnee C. & Mtl. Co.	Shawnee	W. F. & N. W.	Rate on oak posts.
W. H. Schlabach	Oklahoma City		Refund on credential book.
E. E. Schlock	Dexter, N. M.		Rate on fuel oil.
E. E. Sams	Delaware		Rate shipment household goods.
E. L. Howard	Oklahoma City	M. K. & T.	Rate on shipment wagons.
J. D. Gibbs	Pryor		Rate on monument.
Shawnee Coal & Mtl. Co.	Shawnee		Rate on shipment hay.
Dierks Lbr. & Coal Co.	Kansas City		Rate on shipment lumber.
W. S. Sherman	Oklahoma City	M. K. & T.	Refund on credential book.
W. R. Carter	Bentonville		Rate shipments household goods
Elmer O. Flood	Lawton		Refund on credential book.
Shawnee M. & E. Co.	Shawnee		Rate shipment bulk wheat.
Red Mill	Duncan	C. R. I. & P.	Movement car flour and feed.
W. J. O'Hara	Leedy		Rate shipment apples.
Am. Refining Co.	Oklmulgee	Frisco	Furnishing tank cars.
H. H. Bartholomew	Harriman, Tenn.		Refund on credential book.
C. H. Lund	Waurika		Rate on blank book.
C. E. Wallace	Cordell		Rate on shipment apples.
M. E. Riddle	Rosedale		Shortage shipment produce.
Henry Rhinema	Aranas Pass	Okla. Cent.	Rate shipment household goods.
Holmes Morrison & Co.	Washington	W. F. & N. W.	Rate on shipment clothing.

Name.	Address	Railroad	Subject
Wagoner Cot. Oil Co.	Wagoner	M. K. & T.	Intercity switching.
A. C. Houston	Wichita		Rate on lumber.
C. Y. Semple	Oklahoma City		Mixture cotton seed meal with grain.
E. J. Gardner	Zenda, Kans		Rate shipment household goods.
Edward Force & Sons.	Oklahoma City	C. R. I. & P.	Damage shipment household goods.
W. M. Johnston	Bartlesville		Express rate on iron casting.
J. D. Miller	Olustee		Baggage with interstate two cent fare.
J. M. Choate	Oklahoma City	M. K. & T.	Rate and weight of auto.
Tonkawa M. & E. Co.	Tonkawa		Rate shipment feed.
Watonga Republican	Watonga	C. R. I. & P.	Damage to shipment paper.
A. H. Nokes	Charmen	Frisco	Rates on cattle.
Shawnee Mill. Co.	Shawnee		Carriers responsibility shipment feed.
Guthrie M. & E. Co.	Guthrie		Rate shipment flour.
W. H. Litz	Supply		Rate shipment cattle.
Waples Painter Co.	Gainesville	A. T. & S. F.	Rate on lumber.
H. E. Robb	Millerton	C. R. I. & P.	Rate shipment fence posts.
D. B. Culloms	Stillwater	U. S. Exp.	Delay of shipment linotype.
Geo. E. Harris	Vinita		Excess cash fare on train.
Smith Furn. Co.	Ada	Frisco	Rate on shipment furniture.
E. Nevins	Little Rock		Crowded conditions of trains.
Paris Grocer Co.	Paris, Tex.	C. R. I. & P.	Minimum charge class rates.
Joe A. Bartlett	Wetumka		Storage charges.
W. P. Poland	Ardmore		Placing cars on siding for load.
Asher Trading Co.	Asher	C. R. I. & P.	Damage shipment posts.
H. C. Totten	Homestead		Delay and damage shipment corn.
Wm. F. Warren	Ardmore		Graindoors, etc., for grain shipments.
Muskogee Tool Co.	Muskogee	U. S. Exp.	Gathering express for shipment.
Shawnee Cnl. & Mtl. Co.	Shawnee		Rate on shipment coal.
Shawnee Milling Co.	Shawnee		Rate on shipment mill products.
W. S. Leeg	Quinlan		Delay of shipment separator.
Frederick Grain Co.	Frederick	A. T. & S. F.	Capacity of car for shipment corn.
C. H. Kirkwood	Mutual	W. F. & N. W.	Damage to shipment.
Temple Oil Mill	Temple	A. T. & S. F.	Rate on cotton seed.
Acme Mill Co.	Acme		Rate on shipment grain products.
A. M. Kirkland	Wagoner	C. R. I. & P.	Milling in transit rates on hard wood.
Bronlde Oolitic Stone C.	Bromlde		Time consumed in moving shipment.
E. H. Risel	Oklahoma City	A. T. & S. F.	Refund on ticket.
Gerónimo C. F. Co.	Gerónimo		Rate on nut coal.
D. F. Davis	Anadarko		Rate on shipment apples.
Harry Colborn	Alva		Rate on excess baggage.
R. W. Dowell	Sequoyah	U. S. Exp.	Rate on shipment wheat by express.
Chas. E. Knarr	Leedy	W. F. & N. W.	Rate on shipment wheat.
C. Radliff	Oklahoma City	Wells Fargo	Shortage of shipment coal.
W. W. Morris	May	W. F. & N. W.	Loss shipment overcoat.
Reil Wayland Co.	Shawnee	Frisco	Rate on shipment household goods
G. S. Hughes	Oklahoma City		Rate on shipment canned milk.
E. L. Hensley	Olustee		Rate on shipment bananas.
			Rate on shipment calves.

Name	Address	Railroad	Subject
I. H. McCans	Madill	Frisco	Loss of grip and getting on wrong train.
M. B. Larrable	Tulsa		Loss of suit case and contents.
Jno. B. Biggers	Marlow		Rate on watermelons.
H. V. Jobe	Roll		Rate on shipment household goods.
G. A. Brundidge	Oklmulgee		Rate on shipment household goods.
J. W. Harris	Anadarko	C. R. I. & P.	Delay to shipment merchandise.
G. C. Morrison	Wetumka		Passenger fare to Chicago.
W. M. Jackson	Webber Falls		Rate shipment horse shoes.
Chas. H. Shaw	Lawton	St. L. I. M. & S.	Rate on coke.
Q. A. Austin	Bronide		Rate on shipment posts.
G. W. Young	Berwyn	C. R. I. & P.	Rate on cotton seed meal.
Shawnee Coal & Mtl Co.	Shawnee		Shortage on car coal.
Venus Grain Co.	Muskogee		Rate on shipment hay.
D. W. Jones	Weatherford		Passenger fare Texola to Sayre.
R. R. Cason	Perry	Frisco	Rate on peanut roaster.
P. A. Howie	Hugo	Frisco	Demurrage on cars for shipment hay.
H. W. McCarl	Cushing	Am. Exp.	Rate on shipment films.
G. W. Vaughn	Tulsa	M. K. & T.	Passenger fare to Coweta.
E. J. Hare	Golden	U. S. Exp.	Overcharge and delay to shipment.
Santa Fe C. & F. Co.	Cherokee	A. T. & S. F.	Rate on car coal.
R. C. Crabb	Kiowa		Rate on emigrant car.
Mrs. Millie Foreman	Grove	Frisco	Rate on box household goods.
Levy & Levy	Muskogee		Demurrage charges on holiday.
A. Duff Tillery	Perry		Rate on shipment coal
A. Ellis	Norman		Rate on shipment household goods
R. E. Hedridge	Shawnee		Rate on shipment household goods.
J. M. Williamson	Tulsa		Rate on shipment stone.
Okl. & Mo. Oil Co.	Tulsa		Rate on shipment casing.
J. R. Stock	El Reno	C. R. I. & P.	Rate on shipment coal.
C. Laubhan	Manitou		Rate on shipment appls.
Henryetta	Henryetta		Rate on shipment car.
D. W. Harris	Minco	C. R. I. & P.	Loss of trunk enroute.
Western Lumber Co.	Oklahoma, City		Rate on corrugated iron.
Dierks Lbr. & Coal Co.	Chandler		Movement of car lumber.
J. M. Degan	Oklahoma City		Refund on credential book.
F. S. Lozier	Heyburn		Passenger fare from Sapulpa.
Morrison Grain Co.	Morrison		Weights of cars grain.
J. K. Peterman	Mansville		Loss and damage shipment logs.
S. T. Halstead	Manitou		Lost parts shipment grinding mill.
Jim Parker	Tecumseh	C. R. I. & P.	Manner of handling freight.
I. L. Odell	Sharon		Rates on coal from various.
W. H. Eby	Oklahoma City		Refund on credential book.
Perry Mill Co.	Perry	Frisco	Delay shipment mill products.
A. C. Reese	Broken Arrow		Rules for shipment lumber.
A. M. Davie	Hydro	C. R. I. & P.	Loss shipment show cases and scales.
Emid M. & E. Co.	Emid	Frisco	Wreckage to car flour and feed.
Wm. Harms	Richland		Switching charge car hay.

Name.	Address.	Railroad.	Subject.
C. L. Pratt	Salina		Rate on steel rails.
Waspies Painter Co.	Gainesville		Rate shipment lumber.
J. A. Wheeler	Cushing		Loss of shipment rug.
B. F. Landers	Oklahoma City	M. & T.	Loss shipment household goods.
Piano Milling Co.	Piano, Tex.		Manner of handling freight.
H. E. Robb	Millerton		Rate on shipment posts.
McDonald Coal Co.	Elmid	C. R. I. & P.	Rate and weight shipment coal.
C. A. Harless	Guthrie		Mixture cotton seed products and grain.
R. D. Starford	Falls		Rate on shipment household goods.
Thatcher & Sons	Cushing		Rate on shipment lumber.
John P. Gramer	Verden		Failure to collect C. O. D. shipments.
Leeper Bros. Lbr. Co.	Gainesville		Rate on E. O.
J. W. Cherry	Warwick		Rate on merchandise.
P. E. Long	Keystone	Frisco	Rate on shipment hay.
Kerr Glass Mfg. Co.	Chicago	U. S. Exp.	Accepting shipments chickens.
W. M. Moore	Clayton		Rates on shipment fruit jars.
H. C. Miller	Vinita		Rate on cotton seed meal etc.
Geo. H. Pruitt	Grandfield		Interstate rate on mine run coal.
Thos. L. Eggleston	Washington, D. C.		Rate on shipment fruit trees.
Avant Ice Co.	Avant	Mid. Val.	Rate on shipment apples.
B. Goldsmith	Pontotoc		Delay and damage shipment coats.
Hobart M. & E. Co.	Hobart	T. O. & E.	Back haul charges shipment wheat.
Dr. J. W. Mickle	Sulphur	A. T. & S. F.	Rate on operating chairs, etc.
B. V. Stover	Clinton	C. & O. W. F.	Rate on car apples.
Doty & Scott	Alva	A. T. & S. F.	Rate on shipment oil.
Oklia Gin Co.	Oklahoma City	Am. Exp.	Rate on shipment heads.
Kath M. & E. Co.	Oklahoma City	A. T. & S. F.	Undercharge on shipment corn.
Theo. L. Blanke	Millerton		Loss of bird enroute.
W. C. Bungalowner	Grandfield	Frisco	Interstate fare to Memphis.
E. R. Williams	Bufalo		Rate shipment household goods.
G. A. Wall	Oklahoma City		Rate on shipment autos.
Tulsa R. R. & Mfg Co.	Tulsa		Rate shipment lumber.
G. R. Stewart	Tulsa		Rate shipment household goods.
A. M. Morrison	Hunter		Rate shipment household goods.
Sun Ins. Co.	Hydro		Rate shipment E. O.
Leeper Bros. Lbr. Co.	Gainesville	C. R. I. & P.	Rate on yellow pine lumber.
Shawnee Coal & Mtl. C. Shawnee		C. R. I. & P.	Rate on shipment cord wood.
A. S. Purvine	Muskogee		Rate on bundle wall paper.
J. W. McNeal	Tulsa		Manner of handling cotton.
G. W. Veatch	Dewey	Mid. Val.	Rate on lump coal.
W. L. Perkins Gr. Co.	Oklahoma City		Reconsigning charges shipment hay.
I. Green	Washington		Basis for rates on state shipments.
Com. Cot. Oil Co.	Cushing	A. T. & S. F.	Weight and rate shipment coal.
Hudson Foster	Darvet		Loss shipment clothing.
Edward Kelly Gr. Co.	Wichita	Frisco	Rate on car oats.
T. W. Bickie	Alva		Loss in transit shipment Prestolite tanks.

Name	Address	Railroad	Subject
Choc. Fen. Post & T C. Caddo	Walter		Rate shipment posts
A. D. Dark	Norman		Rate shipment sacked corn.
Norman Milling Co.	Wagoner	St. L. I. M. & S.	Refusal to permit storage of ties on right of way
Harris Bros.	El Reno	C. R. I. & P.	Refusal of transportation.
L. C. Sallee	Amer. Ice & Oil Co.		Intercity switching cotton seed.
Mad-Ox Drug Co.	Okahoma City		Loss and damage shipment cigars.
Enid Events	Enid		Weight and rate box and crate.
W. N. Vaughn	Cumberland	Frisco	Rate on shipment E. O.
Asher Trading Co.	Asher	C. R. I. & P.	Claim for car fence posts.
Pete White	Paoli	St. L. I. M. & S.	Rate shipment household goods.
Swan Olson	Eddy	C. R. I. & P.	Rate on car cattle.
R. M. Hale	Fairland		Rate on lump and slack coal.
H. E. Jones	Temple		Rate on auto parts.
H. E. Robb	Millerton	C. R. I. & P.	Rate shipment fence posts.
S. H. Drake	Gracemont	C. R. I. & P.	Killing of horses.
W. D. Fugatt	Enid	Frisco	Failure to load baggage.
W. W. Hastings	Tablequah		Rate on reports from the court.
W. G. Ward	LeFlore	Frisco	Claim for stock killed.
Hobart M. & E. Co.	Hobart	Frisco	Shipment mill products refused.
J. A. Graham	Bengall	Frisco	Claim for stock killed.
C. N. Christ	Fallis		Delay to shipment stove.
A. W. C. Herrman	Agra		Rates on silo material, etc.
Claude Briggs	Howe	C. R. I. & P.	Claim for killing cow.
C. C. Ayers	Muskogee	M. K. & T.	Excess charge on cash fare.
U. A. Albin	Sweetwater	C. R. I. & P.	Delay of shipment berry crates.
Chas. F. Egan	Tulsa	Mid. Val.	Passenger Christmas rates.
John D. Pugh	Anadarko	C. R. I. & P.	Rates on car coal.
W. L. Reynolds	Kingfisher		Weight and rate shipments laundry.
Dierks Lbr. & C. Co.	Kansas City	A. T. & S. F.	Undercharge on shipment lumber.
Chas Williams	Hooper	C. R. I. & P.	Rates on potatoes.
Tom Winford	Oklmulgee		Rate shipment posts.
H. E. Robb	Millerton	W. F. & N. W.	Rate on shipment lumber.
Brom. Oolitic Stone Co.	Bromide		Rate shipment hay.
Browne Grain Co.	McKinnery, Tex.		Refund on ticket.
H. C. Gift	Oklahoma City	K. C. S.	Loss of suit cases.
Frank Harris	Eufaula	M. K. & T.	Switching charge shipment wheat.
Canadian M. & E. Co.	El Reno	C. R. I. & P.	Rate and weight shipment wheat.
Smith Bros.	El Reno	C. R. I. & P.	Rate shipment hay.
J. W. Cherry	Lone Wolfe	K. C. M. & O.	Rate shipment hay.
Atoka Press	Warwick		Rate shipment boats.
W. T. Ruby	Atoka	M. K. & T.	Rate shipment household goods.
J. W. Pippin & Son	Los Milinos, Cal		Rate cotton seed hulls.
E. J. VanBuskirk	Henryetta		Refund on unused ticket.
W. D. Fugatt	Kansas City	W. F. & N. W.	Charges on excess baggage.
Guthrie M. & E. Co.	Frederick		Arbitrary on shipment corn.
J. M. Wheeler	Guthrie	M. K. & T.	Checking baggage on 2c fare.
	Wichita Falls	Frisco	

Name.	Address.	Railroad.	Subject.
J. E. Hart	Binger		Rate shipment cattle.
John Benson	Oklahoma City	A. T. & S. F.	Refunds on ticket—various.
Inola Pipe Line Co.	Nowata	Mo. Pac.	Special rate on oil.
McDonald Coal Co.	Enid	C. R. I. & P.	Delay of shipment coal.
John A. Williams	Oklahoma City	A. T. & S. F.	Conduct of conductor on train.
Dascomb-Daniels	L. C. Kansas City		Undercharge on shipment posts.
Star Milling Co.	Ft. Smith		Rate on shipment corn.
J. F. Slack	Hobart	Mid. Val.	Loss of suit case.
J. W. Mansell	Wann	W. F. & N. W.	Delay and damage shipment corn.
C. M. Hlieman	Cordell	M. K. & T.	Undercharge on auto.
Pankratz Hdw. Co.	Lindsay	Frisco	Weight of car at Cordell.
Keel & Son	Humphreys	C. R. I. & P.	Routing of car coal.
E. H. White	Aylesworth	W. F. & N. W.	Delay to car coal.
S. A. Smither	Pawhuska Vlt. Hr. Co.		Rate on E. O.
Pawhuska Vlt. Hr. Co.	Lone Wolf		Minimum weights on shipment brick.
Smith Bros. Gr. Co.	Ponca City	K. C. M. & O.	Rate on shipment hay.
Lewis S. Barnes	Strong City		Express rates in Oklahoma.
J. W. Weeks	Oklahoma City		Rate on E. O.
Mack E. Blake	Shattuck		Rate on shipment hosiery.
Henry Lorenz	Junction		Rate on shipment household goods.
R. W. Rutherford	Dallas	A. T. & S. F.	Rate on shipment apple cider.
Southern Fuel Co.	Mt. View		Rate on shipment household goods.
W. S. Ferguson	Custer City		Rate on shipment bran and shorts.
Custer Milling Co.	Ada		Connection trains at Holdenville.
Reuben M. Roddle	Lawton	C. R. I. & P.	Transfer charges on car bran.
T. E. Humphreys	Duncan	Frisco	Rate shipment posts.
W. E. Anthony	Temple		Weight on coal deliveries.
L. E. Bowen	Oklahoma City		Rate on shipment wagons.
Oklia. Moline Plow Co.	Hugo	Frisco	Rate on shipment corn chops.
Hugo M. & E. Co.	Walters		Loss household goods in transit.
C. J. Searcy	Oklahoma City	Frisco	Reservation of berth at Tulsa.
O. W. Smithpeter	Grove		Express rate on calf.
G. W. Mills	Trall		Rate on E. O.
Frick Reid Sup. Co.	Tulsa		Rate on sucker rods.
B. L. Roberts	Salt Fork		Time allowed for unloading car.
J. T. Parris	Temple	C. R. I. & P.	Rate on household goods.
G. F. Fitch	Temple		Rate on shipment beer.
Joe A. Harbert	Shawnee	C. R. I. & P.	Rate shipment hay and demurrage.
E. H. Graham	Sapulpa		Rate on auto.
O. P. Strum	Oklahoma City	M. K. & T.	Rate on shipment cotton.
Paris & Royster	Wanette		Rate on shipment coal.
Dascomb-Daniels L Co	Kansas City	W. F. & N. W.	Shortage shipment frosted potatoes.
Alma Olson	Oklahoma City	C. R. I. & P.	Damage shipment
Shawnee C. & M. Co	Shawnee	Mid. Val.	Rate on shipment coal.
Alma Olson	Oklahoma City	A. T. & S. F.	Rate on shipment potatoes.
Mrs. H. S. Mueller	Oklahoma City	A. T. & S. F.	Rate on shipment crockery.

Name.	Address.	Railroad.	Subject.
W. E. McGowen	Cushing	M. K. & T.	Rate on second hand steel pipe.
Thos. G. Andrews	Stroud		Rate shipment live stock.
Alva Rose Cream Co.	Alva	Wells Fargo	Rate on shipment cream.
J. M. Martin	Nowata	Mo Pac.	Refund on ticket.
Anderson Clayton & Co.	Oklahoma City		Rate on jute bagging.
Amos Grovel	Randlett		Rate on E. O.
Sapulpa Refining Co.	Sapulpa		Minimum C. L. weight tank cars.
G. W. Lively	Darwin	Frisco	Rate on E. O.
W. E. Young	Clarita		Rate shipment oil well supplies.
W. Henderson	Durwood		Rate on shipment implements.
Dascomb-Daniels L. Co.	Kansas City	W. F. & N. W.	Rate on shipment lump coal.
Baughman Lbr. Co.	Davis	A. T. & S. F.	Rate on shipment lump coal.
Mellinger & Maddox	Woodward		Rate on shipment castings.
Dascomb-Daniels L. Co.	Kansas City	W. F. & N. W.	Rate on shipment coal.
Dascomb-Daniels L. Co.	Kansas City		Rate on shipment coal.
Webster & McElhinis	Ozenta		Loss of shipment wheat.
Shawnee C. & Mtl. Co.	Shawnee		Rate on shipment fence posts.
O. DeVilles	Oklahoma City	C. R. I. & P.	Passenger rate to Woodward.
Ira D. Griffin	Enid	W. F. & N. W.	Rate on excess baggage.
H. E. Grigsby	Oklahoma City	Am. Exp.	Rate on package to Scroggins.
W. A. Wise	Heavner	K. C. S.	Rate on cow and calf.
T. E. Ball	Farmersville, Tex.	C. R. I. & P.	Rate on shipment posts.
E. A. Young	Clarita	M. K. & T.	Refusal shipment drilling cable.
Hines-Kobel Sand Co.	Sallisaw		Rate on shipment sand and gravel.
Perry M. & E. Co.	Perry		Rate on shipment lump coal.
Gulf Pipe Line Co.	Tulsa	Frisco	Diverting shipment engine at Yale.
M. C. McCafferty	Enid		Car grain leaking in transit.
Dewey Portland Cem. Co.	Kansas City		Stop-over privilege shipment cement.
A. P. Shaw	Wewoka	C. R. I. & P.	Rate shipment fire brick.
L. H. Hamby	Frederick		Rate on stock cattle.
H. Milink	Gans	K. C. S.	Rate shipments sand.
Joseph D. Mitchell	Pawhuska		Rate on shipment oats.
O. M. Van Meter	Stroud		Rate on shipment merchandise.
J. H. Gordan	Ochelata		Handling of shipment potatoes.
B. & O. Cash Store	Temple	U. S. Exp.	Rate shipment eggs.
The Texas Co.	Chicago	Frisco	Rate shipment petroleum, etc.
H. P. Beall	Wilson		Rate on pool hall fixtures.
Joe A. Harbert	Shawnee	C. R. I. & F.	Rate on shipment fence posts.
D. Lamkin	Mannsville		Time of payment of freight charges.
E. L. Jones	Forgan		Demurrage on express charges.
Lawyer-Cuff Co.	Maud	M. K. & T.	Demurrage on shipment wire.
H. E. Musson	Oklahoma City	A. T. & S. F.	Refund on three tickets.
C. E. Clark	Temple		Express and freight charges—various.
Geo. Wheaton	Chattanooga		Rate on E. O.
Shawnee C. & Mit. Co.	Shawnee	C. R. I. & P.	Rate on shipment fence posts.
Wm. M. Robertson	Guthrie	M. K. & T.	Delay on shipment baggage.
Thomas Milling Co.	Thomas		Sale of bran.
W. E. Galloway	Herring	C. & O. W.	Rate on shipment hay.

Name	Address	Railroad	Subject.
J. S. Cameron	Midland, Ark		Time of movement household goods.
J. R. Fisher	Altus		Rate on shipment school desks.
Vanhook & Townsend	Ada		Milling in transit in state.
A. L. Houghton & Co.	Kansas City	Frisco	Rate on shipment lumber.
Colorado Fuel Co.	Wichita		Rate on shipment coal.
Geo Bryan	Gotebo		Intrastate express rates.
Monarch Laundry Co.	Muskogee	U. S. Exp.	Service handling shipments laundry.
O. W. Cox	Woodward	W. F. & N. W.	Rate shipment cotton seed.
R. M. Roddie	Ada	Frisco	Refund on ticket.
Walter Page	Ketchum		Damage to shipment apples.
Muskogee Traf. Bureau	Muskogee		Advances in rates on commodities.
J. P. Van Meter	Stroud	Frisco	Rate on E. O.
Choctaw Cot. Oil Co.	Shawnee		Rate on shipment seed.
Leeper Bros. Lbr. Co.	Gainesville	A. T. & S. F.	Rate on shipment lumber.
Martin E. Casto	Wichita		Express rates in Oklahoma.
L. A. Pierce	Temple		Rate on shipment auto.
M. W. Earnest	Tablequah		Rate on E. O.
F. H. Stockton	Clinton	C. R. I. & P.	Rate shipment horses and cattle.
Shawnee C. & M. Co.	Shawnee	Frisco	Rate shipment coal.
A. B. London	Wilson		Rate shipment store fixtures, etc.
H. A. Hall & Co.	Duncan		Refunds on coal—various.
N. J. Gessler	Woodward		Condition of boxes for shipment.
Foster Lbr. Co.	Kansas City	A. T. & S. F.	Loss in transit shipment coal.
Frank R. Bennett	Oklahoma City	Western Union	Non-delivery of message.
Dascomb-Daniels	L. C. Kansas City	W. F. & N. W.	Weight of shipment coal.
Shawnee Hide Co.	Shawnee	U. S. Exp.	Rate shipment hides.
Alma Olson	Oklahoma City	A. T. & S. F.	Damage shipment potatoes.
McAlester Fuel Co.	McAlester		Shortage shipment coal.
W. E. Stone	Sapulpa		Proposed railroad to Tulsa.
Floyd A. Sanders	Tulsa		Refund on mileage credential.
R. D. Stafford	Cushing		Rate on oak timber.
Western Lumber Co.	Oklahoma City		Rate on cement.
H. Goodwin	Gage		Rate on bulk apples.
Armstrong B. M. Co.	Oklahoma City		Rate on piano bench.
C. Dale Wolf	Wewoka		Rate on E. O.
J. W. Porter	Leedey		Loss in transit of coal.
D. M. Alexander	Sentinel	Ft. S. & W.	Rates on butter, eggs, etc.
Geo A. Harbert	Shawnee	Ann. Exp.	Rate shipment cord wood.
E. F. Hollis	Shawnee	C. R. I. & P.	Rate on shipment cement.
Okla. Fuel Co.	Texarkana, Ark.	Frisco	Rate shipment coal.
Geary Mill & Elev. Co.	Geary		Undercharge shipment mill products.
C. W. Jones	Manitou		Delays to shipments to Hobart.
Alma Olson	Oklahoma City	Frisco	Car service at Bristow.
Joe A. Harbert	Shawnee		Rate shipment posts.
Seminole Lbr. Co.	Seminole		Rate shipment gravel.
C. A. Hoops	Woodward	Various	Special rate on kafir seed, etc.
Medlock Groc. Co.	Grandfield		Express rate on eggs.

Name.	Address.	Railroad.	Subject.
Joe A. Harbert	Shawnee	C. R. I. & P.	Rate on shipment fence posts.
Wm. James Cook	Pensacola, Fla.	M. K. & T.	Rate on shipment household goods.
W. Camron	Clinton	Frisco	Loss of box household goods.
O. H. Maricle	Chicago	W. F. & N. W.	Claim for millet hay.
Aetna Powder Co.	Shawnee	A. T. & S. F.	Rate shipment powder.
Bell Wayland Co.	Catala		Accepting shipment potatoes.
H. W. Shelton	Falls		Shipment syrup and rice—lost in transit.
J. F. Wuff	Muskogee		Storage on baggage.
J. L. Spangler	Hunter	Mid. Val.	Rate on fire brick.
Lang & Lang	Oklahoma City	Frisco	Damage to shipment ice.
H. H. Martin	Cushing	M. K. & T.	Shortage to shipment coal.
D. J. W. Clarkson	Oklahoma City	A. T. & S. F.	Refund on cash fare slip.
W. A. Yates	Shawnee	C. R. I. & P.	Delay in transit shipment coal.
Joe A. Harbert	Wilson	O. N. M. & P.	Claim for loss on shipment.
J. B. Foster	Sapulpa	U. S. Exp.	Rate on shipment fence posts.
Sapulpa & Inter Ry Co.	Bartlesville		Rate shipment oil well supplies.
Frank Kahn	Oklahoma City		Rate on ties.
J. L. Spangler	Oklahoma City		Loss of cuff links in transit.
W. E. Williams	Guthrie		Rate on shipment household goods.
Guthrie M. & E. Co.	Stilwell		Loss of coal in transit.
Pete Heiton	Muskogee		Switching charges on shipment flour.
Muskogee Elec. Trac Co.	Frederick		Rate on emigrant car.
J. M. Sanders	Kansas City	C. R. I. & P.	Rate on electric machine.
Dierks Lbr. & C. Co.	Falls		Rate on E. O.
Robertson Bros.	Woodward		Rate on shipment lumber.
Blanche Gillevaters	Nowata		Rate on shipment potatoes.
W. H. Thomason	Hobart		Storage charges on baggage.
Okla. Fuel Co.	Wichita	W. F. & N. W.	Rate on E. O.
J. S. Lucas	Sallisaw		Weight on car wheat.
Loud & Copeland	Olustee	Frisco	C. O. D. shipment coal.
B. F. Ferguson	Frederick		Rate shipment hay.
C. E. Simonton	Cleveland		Weight on shipment coal.
Geo. Walling	Roosevelt		Rate on empty folding coops.
Kingfisher M. & E. Co.	Kingfisher		Rate on shipment household goods.
R. J. Edwards	Oklahoma City		Rate on shipment grain products.
Black, Sivals & Bryson	Bartlesville		Rate on shipment hay.
E. A. Barnes	Oklahoma City		Rate on shipment lumber.
Dewey Portland C. Co.	Kansas City	M. K. & T.	Switching and demurrage chgs. on private car.
Dascomb-Daniels L. Co.	Kansas City	W. F. & N. W.	Rate on shipment cement.
J. E. Love	Sharon	Frisco	Shrinkage on movements coal.
W. G. Duncan	Casey	M. K. & T.	Loss of shipment hardware.
E. W. Vance	Oklahoma City	M. K. & T.	Rate and weight on E. O.
Southern Fuel Co.	Dallas	C. R. I. & P.	Rate and weight on E. O.
Pittman Oil Co.	Tulsa	M. O. & G.	Rate on car coal.
			Rate shipment oil.

Name.	Address	Railroad.	Subject.
Geo. T. Green	Vici	W. F. & N. W.	Loss of 45 cases eggs.
L. M. Arnold	Mt. Park	Frisco	Loss of shipment coal.
Grady Co. Grain Co.	Minco	C. R. I. & P.	Furnishing of grain doors.
B. F. Avery & Sons	Oklahoma City	M. K. & T.	Rate car implements.
J. E. Lemon	Nash		Express rates Lamont to Ark. City.
Chas. C. Platt	Stillwater	A. T. & S. F.	Rate on shipment autos.
H. E. Robb	Millerton	C. R. I. & P.	Rate shipment yellow pine lumber.
R. L. Holtzclaw	Coleman		Rate on shipment seed corn.
C. W. Haynes	Manitou	Frisco	Rate on shipment lumber.
Ethel Nelson	Claremore	M. K. & T.	Rate on shipment hay.
H. B. Bulten Lbr. Co.	Kansas City	W. F. & N. W.	Loss of shipment household goods.
C. Gardis	Stillwater	A. T. & S. F.	Weight shipment coal.
J. M. Riddles	Oklahoma City	Frisco	Rate on E. O.
R. E. Bagnby	Ferry	Frisco	Loss of shipment cider.
W. C. Jones	Temple	A. T. & S. F.	Rate on printing press.
Anderson Clayton Co.	Oklahoma City	C. R. I. & P.	Rates on shipment posts and poles.
R. F. Snapp	Hinton	M. K. & T.	Weight on shipments coal.
Hinton Mill Co.	Hinton		Rate on store fixtures.
C. G. Crawford	Ponca City	C. & O. W.	Rate on shipment oats.
Jno. J. Stephens	Boswell		Rate on shipment posts.
J. E. Hart	Oklahoma City		Rate on E. O.
D. S. Wilkins	Oklahoma City	A. T. & S. F.	Refund on credential book.
Tulsa R. R. & Mfg Co.	Tulsa		Rate on shipment horses.
New Lumber Co.	Nowata		Rate on shipment lumber.
Crowder & Rakes	Bentonville		Rate on shipment lump coal.
Chick, Hyde & P. Co.	Chickasha	M. K. & T.	Rate on shipment apples.
Walter & Zelnicker S. C.	St. Louis	Frisco	Rate on shipment eggs.
Prairie Oil & Gas Co.	Independence		Rate on iron and steel.
J. V. Hammett	Eufaula	Frisco	Rate on contractor's outfit.
Bell Wayland Co.	Shawnee	M. K. & T.	Rate on traction engine.
Shawnee Coal & Mtl Co.	Shawnee	A. T. & S. F.	Switching charges on shipment rice.
A. F. Askew	Guthrie	C. R. I. & P.	Rate on shipment fence posts.
National Supply Co.	Toledo, Ohio	Mo. Pac.	Shipment oil well supplies.
So. West'n C. Oil Co.	Oklahoma City	Frisco	Rate on shipment pipe.
U. S. Gypsum Co.	Chicago		Damage in transit cotton seed.
Fred Brown	Crowder		Mileage on shipment cement.
Anderson Grain Co.	Wichita		Placing of cars for shipment.
A. K. Churchill	Woodward	A. T. & S. F.	Rate on shipments grain.
D. Hammil	Muskogee	M. K. & T.	Rate on shipment household goods.
A. L. Fambro	Hughes	C. R. I. & P.	Failure to load baggage.
J. S. Anderson	Buffalo		Passenger fare from Monroe.
Rus. Poultry & Egg Co.	Muskogee		Loss shipment peanuts.
A. W. Anderson	Woodward		Rates on shipments butter and eggs.
Chalmers B. Wilson	End		Rates on various.
F. C. Brower	Hunter	Frisco	Claims for shortage of coal.
			Damage to shipment stock.

Name	Address	Railroad.	Subject.
W. S. Musgrove	Orlando	A. T. & S. F.	Damage for calf killed.
So. West'n Cot. Oil Co.	Oklahoma City	Frisco	Damage cotton seed in transit.
G. C. Moore	Oklahoma City	Frisco	Rate on pigeons.
So. West'n Cot. Oil Co.	Oklahoma City	Frisco	Damage shipment cotton seed—transit.
Shawnee Coal & Mtl. Co.	Shawnee	C. R. I. & P.	Rate shipment fence posts.
R. T. McKinney	Coalgate	M. K. & T.	Refund on ticket.
R. Reed	Oklahoma City	Ft. S. & W.	Bulletin board at Prague.
Joe A. Harbert	Shawnee	W. F. & N. W.	Rate on shipment at Prague.
Geo. T. Green	Vic	W. F. & N. W.	Rate on hogs enroute.
Shawnee C. & Mtl. Co.	Shawnee	C. R. I. & P.	Rate on shipment fence posts.
Chas Bohn	Yukon		Rate on E. O.
Oka. Fuel Co.	Wichita		Rate on car coal.
Yale Theatre Co.	Muskogee	Frisco	Shipping tags on shipment films.
W. A. Austin	Bromide		Rate on shipment fence posts.
Guthrie M. & E. Co.	Guthrie		Transit privileges corn on cob.
The Texas Co.	Chicago		Rate on iron pipe.
W. D. Wright P. Co.	Oklahoma City		Rates on dressed poultry.
Wichita M. & E. Co.	Wichita		Rate shipment grain.
Weatherford Mill. Co.	Weatherford		Rate on shipment grain.
Brown Feed Co.	Atoka		Rate shipment feed products.
Thomas Mill. Co.	Thomas	Frisco	Rate shipment grain products.
Dawson & Schreiner	McAlester	M. K. & T.	Loss of shipment apples.
Interstate Ptg. Co.	Muskogee		Rate shipment mixed printing material.
Williamson Hal. F. Co.	Oklahoma City	A. T. & S. F.	Rate shipment coal.
St. Bd. Pub. Affairs	Oklahoma City	Frisco	Rate shipment brick.
Francis Vit. Brick Co.	Millerton	C. R. I. & P.	Rate on shipment fence posts.
Joe A. Harbert	Shawnee		Sealing of cars shipment fence posts.
Pine Belt Lbr. Co.	St. Louis		Rate on shipment merchandise.
L. M. Nance	McAlester	M. K. & T.	Rate on shipment household goods.
Electric Supply Co.	Tulsa	U. S. Exp.	Gathering express for shipment.
Steve Bedford	Moyers	Frisco	Storage on shipment merchandise.
Bromide Oolitic St. Co.	Bromide	M. O. & G.	Reconsigning shipments coal.
W. A. Austin	Bromide	C. R. I. & P.	Rates on fence posts.
Pioneer Oil Co.	Muskogee		Handling of oil in LCL shipments.
A. J. Greeach	Wardville	U. S. Exp.	Shipment empty gas tanks.
L. Suttle	Wetumka		Rate on E. O.
Okla. Fuel Co.	Wichita		Loss of shipment coal.
Long Bell Lbr. Co.	Kansas City		Loss and damage shipments coal.
Southern Fuel Co.	Dallas		Loss and damage shipments coal.
M. D. Sparlin	Dallas		Free transportation with shipment livestock.
Southwestern Coal Co.	Seneca, Mo.		Loss shipment coal.
G. E. Williams	Amarillo		Rate shipment lumber.
G. H. Hicks	Nowata		Rate on shipment freight.
Sentinel Poul & Egg Co.	Finley		Minimum weight on poultry coops.
Salt Fork G. & E. Co.	Salt Fork		Weight shipment wheat.
J. W. Prowell	Pensacola, Fla.	M. O. & G.	Delay of shipment household goods.

Name.	Address	Railroad.	Subject.
W. W. Morrison	Geary	C. R. I. & P.	Leakage in transit shipment grain.
A. H. Lash	Sunset	A. T. & S. F.	Storage charges shipment crackers.
G. L. Sunners	Meeker		Express rates on cream.
T. M. Meler	Sentinel		Notation on express receipt.
Carl Mohrbacher	Shawnee	U. S. Exp.	Pick-up service at Shawnee.
Oscar Robinson	Gage	A. T. & S. F.	Shortage on shipment coal.
Ada Hyde & Prod. Co.	Ada		Return rate on empty coops.
Ingham Lbr. Co.	Kansas City		Rate on yellow pine lumber.
J. E. Dowell	Stroud		Rate on shipment sand.
Alex. Grain Co.	Wichita	Frisco	Weight on shipment lumber.
Oscar P. Taylor	Ardmore		Rate on shipment lumber.
J. L. Ogilvie	Charleston, Mo.	C. R. I. & P.	Refund on ticket.
Remington Typewriter Co.	Oklahoma City		Rate on shipment
J. L. Bowman	Oklahoma City	M. K. & T.	Delay of baggage.
D. H. McCrummen	Paoli		Loss and damage shipment shoes.
St. Ed. of Affairs	Oklahoma City		Rate on shipment coal.
J. H. Melton	Ketchum		Rate on shipment coal.
Crane Bros.	Chandler		Shortage of shipment candy.
Eccleston & Coggins	Anadarko	C. R. I. & P.	Shipment furniture damaged in transit.
Geo. S. Dodson	Altus		Rate on shipment coal.
Chas. G. Sommer	Newkirk		Weight on shipment coal.
Tulsa Traffic Assn.	Tulsa		Rate on E. O.
Lawton Ice & Fuel Co.	Lawton	C. R. I. & P.	Switching rate car cabbage.
H. Case	Electra, Tex.		Rate on three cars coal.
Dolese Bros.	Oklahoma City	A. T. & S. F.	Rate shipment household goods.
Geo. O. Alvis	Roof		Inter-city switching charge.
T. J. Coffey	Erick	C. R. I. & P.	Rate shipment household goods.
McAlester Fuel Co.	Oklahoma City		Delay in transit oil well supplies.
I. E. Wharton	Oklahoma City	C. R. I. & P.	Responsibility after shipment set for unloading.
Joe A. Harbert	Shawnee	C. R. I. & P.	Rate and damage shipment wagon.
S. A. D. Alcott	Pdna	C. R. I. & P.	Rate shipment fence posts.
Waples Painter Co.	Roof	Frisco	Storage on shipments at Beggs.
Ingham Lbr. Co.	Kansas City		Weights of coal shipments.
J. W. Howe	Canute	U. S. Exp.	Rate on shipment lumber.
Okla. Fuel Co.	Wichita		Loss of shipment eggs.
R. G. Dye	Little Rock		Weight of car coal.
Ben H. Stover	Eldorado		Rate shipment crushed stone.
Elizah Bagley	Blackburn		Rate shipment household goods.
John H. Venable	Chickasha		Express rates on ice cream.
Ingram Lbr. Co.	Kansas City	C. R. I. & P.	Damage claims.
W. F. Morris	Frisco		Rate shipment lumber.
A. C. Downing	Ardmore	Okla. Cent.	Rate shipment machinery.
F. O. Harris	Enid	U. S. Exp.	Rate shipment furniture.
Joe A. Harbert	Shawnee		Rate and demurrage shipment lumber.
E. E. Fite	Prinkman	U. S. Exp.	Delay delivering shipment cream.
W. C. Scruggs	Shamrock, Tex.	C. R. I. & P.	Rate on shipment cattle.
W. M. Henderson	Ponca City	A. T. & S. F.	Rate on shipment motor cycle.

Name.	Address.	Railroad.	Subject.
Hinton Mill Co.	Hinton		Rate shipment mixed corn chops.
John Koshway	Red Rock	A. T. & S. F.	Rate shipment household goods.
J. H. Harbert	Shawnee	C. R. I. & P.	Rate shipment fence posts.
L. P. Townsend	Roif	Frisco	Delay to shipment hogs.
Martin Ice Cream Co.	Shawnee		Rate shipment empty freezers.
G. J. Smith	Sedan, Kan.		Rate shipment household goods.
O. H. Maricle	Grandfield	Mo. Pac.	Damage to shipment ice.
B. C. Baxter	Curtis		Refund on unused ticket.
Carl Williams	Oklahoma City		Rate on shipment posts.
Shawnee Coal & Mtl. Co.	Shawnee	Frisco	Rate on shipment washers
Sand Springs Ry Co.	Tulsa.		Refusal to deliver shipment
G. W. McGill	Cleveland, Mo.	C. R. I. & P.	Refund on unused ticket.
U. S. Gypsum	Chicago		Refund on shipment cement plaster.
Conn. Fire Ins. Co.	Chicago		Rates on stock cattle.
Sarah McNutt	Eristow		Charges for excess baggage.
Ino. A. Muchmore	Oklahoma City	A. T. & S. F.	Refund on shipment fence posts.
Kansas Flour Mills	Wichita	C. R. I. & P.	Rate on flour and bran.
Farmers Elev. Co.	Focassett	C. R. I. & P.	Shortage of shipment corn.
Foster Lbr. Co.	Kansas City	M. K. & T.	Weight of shipment coal.
Howard Stout	Cleo Springs	C. R. I. & P.	Rate on shipment household goods.
Long Bell Lbr. Co.	Kansas City	C. R. I. & P.	Shortage of shipment coal.
Stewart Lbr. Co.	Oklahoma City	A. T. & S. F.	Tracing car of lumber.
Kencaster & Craft	Trall		Rate on binder twine.
N. Y. Plate Glass In. Co.	Oklahoma City		Rate and damage shipment plate glass.
W. L. Lyons	Vinita		Rate shipment household goods.
Ponca City M. & E. Co.	Ponca City		Rate on flour and corn.
Jno. F. Collins	Spiro		Rate on E. O.
Mrs. C. Carroll	Enid		Refund on ticket.
Beaumont Lbr. Co.	Beaumont, Tex.	C. R. I. & P.	Rate on dressed and rough lumber.
Cherokee Grain Co.	El Reno		Rules for shipment hay.
Kelm Lbr. Co.	Cushing		Delivery of shipment hay.
Gen. Brk. Shoe S. Co.	Chicago		Rate on brake shoes.
H. E. Robb	Millerton	C. R. I. & P.	Rate on shipment fence posts.
Max Gentling	Dallas		Refund on credential book.
Car genie Trad. Co.	Carnegie		Rate on shipment merchandise.
Ozark Cider & Vih. Co.	Silham Springs	U. S. Exp.	Packing barrel of vinegar for shipment
J. O. Galloway	Elk City		Loss of shipment laundry.
J. W. McMurray	Comanche		Delay to shipment piano.
Smith Fur. & Carp. Co.	Ada	A. T. & S. F.	Rate shipment porch swings.
H. E. Robb	Millerton		Rate on shipment fence posts.
T. E. Storm	Muskogee		Double charge shipment cattle.
Thos. T. Waggoner	Cartter		Rate on express from Atlanta, Ga.
Joe Harbert	Shawnee		Rate shipment fence posts.
Gubernator C. & Jones	St. Louis	W. F. & N. W.	Rate on shipment lightning rods.
Geary M. & E. Co.	Geary	W. F. & N. W.	Rate on shipment mill products.
H. B. Coffman	Gray	W. F. & N. W.	Rate on shipment household goods.
O. E. Segner	Ripley	Ft. S. & W.	Rate on shipment coal.

Name.	Address	Railroad.		Subject.
		Mo. Pac.	U. S. Exp.	
Minnehoma Oil Co.	Cleveland			Rate on shipment oil well pipe.
Medlins & Pope	Dexter, Kan.			Rate shipment oil well supplies.
H. G. Helms	Jumbo	K. C. M. & O.		Rate shipment box of glass.
Shawnee C. & M. Co.	Cleveland	Mo. Pac.		Rate shipment cord wood.
C. E. Perkins	Wanette			Rate shipment iron pipe.
E. B. Mundy	Cleveland			Rate on shipment flag.
Woodward Cm. & C. Co.	Woodward	A. T. & S. F.		Rate on shipment pile driver.
A. J. Whitmore	Ardmore	G. C. & S. F.		Rate on shipment surrey.
Clinton Cot. Oil Mill	Clinton			Rate on shipment cotton gin.
T. A. Chandler	Vinita			Rate on shipment oil well supplies.
Dewey Portland Cem C.	Kansas City			Rate on shipment cement.
R. D. Starford	Cushing			Rate on shipment oak timber
C. Y. Sempie	Oklahoma City			Transit privileges of grain products.
D. L. Baird	Atala	Frisco		Rate on shipment binders.
C. W. Linthicum	Ft. Smith			Non-delivery shipment baking powder.
Ira M. Morris	Amorita			Accepting shipments products.
Walter E. Latimer	Sulphur	Wells Fargo		Rate on picture films.
D. W. Drennan	Thomas			Grain doors for shipments grain.
J. W. Metz Lbr. Co.	Wichita			Weighing cars for shipment coal.
R. J. Sheeler	Tulsa	M. K. & T.		Loss of trunk.
Walter & Hilpritt	Oklahoma City			Loss and damage shipment cattle.
Ben Lipsitz	Oklahoma City			Excess weight shipment baggage.
L. Feenberg	Ft. Smith			Rate shipment junk.
S. C. Truitt	Mounds	C. R. I. & P.		Rate shipment household goods.
Shawnee C. & M. Co.	Shawnee	Frisco		Rate on shipment posts.
Jennie Ramsey	Miami	C. R. I. & P.		Refund on credential books.
A. C. Means	Rocky			Rate on threshing machine.
Venus Wholesale Co.	Muskogee			Rate on shipment hay.
R. H. Gully	Granite			Rate on shipment household goods
G. H. Terrall	Luther			Rate shipment oil well supplies
H. Goodwin	Gage			Rate shipment apples.
E. Ball	Farmersville, Tex.			Rate shipment piling.
T. E. Graham	Glover			Loss of shipment mohair.
R. L. Barnard	Francis	U. S. Exp.		Commissions due agent.

Informal Complaints Handled Through the Engineering Department, During the Fiscal Year Ending June 30, 1914.

Complainant	Address	Subject	Disposition.
J. H. Harrell, et al.	Albion	Fence Repairs	Repaired.
S. P. Hardenbrook	Stanley	Fence Repairs	Repaired.
C. R. Rikard	Chandler, R. No. 4	Fence Repairs	Repaired.
E. C. Cleader	Muskogee, (605 Grant St.)	Fence Repairs	Not completed.
H. F. Bibb	Fitzhugh	Add Trk. Facilities	Installed.
R. W. Widner	Holdenville	Industry Spur	Est. Furnished.
A. Nault	Ames	Side Trk. MP. -614	Not complete.
R. L. Harvey	Cordell	Industry Spur	City refused to pay half exp.
Mark Whayne	Fark Hill	Add. Trk. Facilities	Held up by request of comp.
G. C. Rhodes	Enid	Lease for Elev. at Hopeton	Lease granted.
W. M. Hall, Co. Atty.	Claremore	Grade Crossing	Xing installed.
Geo. Neill	Wellston	Highway Br. unsafe	Repaired.
A. C. Hall	Morrison	Farm Xing	Installed.
T. E. Zingre	Spencer	Grade Crossing	Installed.
W. T. Killiam	Grove	Cond. Stock Pens.	Sanitary
J. W. Clark	Oklahoma City	Track Scales	Ordered removed.
John Vaughan	Kingson	Drainage	Drainage made.
A. E. Crouch	Tuttle	Insufficient Drainage	Drainage made.
A. R. Smith	Afton	Enlargement of RR Br.	Request denied.
J. J. Rebut	Okeene	Obstructing waterway	Overflow not caused by embk.
C. E. Woodruff	Mannford	Drainage	Pending.
Z. T. Burton	Hobart	Road and Br. unsafe	Made safe.
Fred T. Mann, et al.	Hugo	Spur and Cost	Est. Cost Reported.
Chicago Rock Island & Pacific Railway Company:	Oklahoma City	Train connection at Snyder	Adjusted.
R. M. Raulston	Breckenridge	Physical Connection	Pending.
A. J. Harris	Provence	Private Crossing	Interferred with train operation. Xing denied.
G. A. Morrison	Hinton	Farm Crossing	Installed.
Blackwell & Hichy Co.	Blackwell	Industry Spur	Comp. did not want to pay for material as law requires.
W. H. Goodspeed	Hennessey	Industry Spur	Comp. did not want to pay for spur as required by law.
D. D. Boyd	Hooker	Industry Spur	Comp. did not want to pay for spur as required by law.
Adam Lockheart	Hitchcock	Overflow	Commission has no jurisdiction.
Frank Vetch	Capron	Fenced off Stock Yards	Adjusted.
Atchison, Topeka & Santa Fe Railway Company:			
J. R. Sittler	Bliss	Crossing plank removed	Installed.
E. Devore & Sons	Supply	Grading Railway	Referred to Ry. Co.

Complainant.	Address.	Subject.	Disposition.
Fred Hageman	Red Rock	Grading Crossing	Installed.
C. W. Smith	Meeker	Protection of grade crossing	King bells installed.
F. A. Thompson	Coyle	Bridge Washout	Jurisdiction with twp. officials
Missouri, Kansas & Texas Railway Company:			
J. E. McCamey	Wellston	Grade crossing	Installed.
G. R. Van Emans	Jennings	Extension of team track	Extension made.
Geo. James	Canadian	Grade crossing	Installed.
Mrs. Ida Backes	Guthrie	Gate and fence repairs.	Repaired.
Kansas City Southern Railway Company:			
J. H. Dodson	Sallsaw	Opening crossing	Crossing opened.
M. M. Edmiston	Watts	Car repair shed and round-house, etc.	Installed.
Wichita Falls & Northwestern Railway Company:			
Wm. L. Detwiler	Zelma	Industry spur	Pending.
H. A. Dorner	Sharon	Surface cattle guards	Installed.
S. Rogers	Taloga	Crossing	Installed.
Geo. Allen	Taloga	Crossing	Installed.
G. T. Whirritt	Leedy	Crossing	Installed.
H. D. Combs	Camargo	Crossing	Installed.
D. R. Parks	Sawyer, Kansas	Crossing near Woodward	Installed.
D. D. Brubaker	Vici	Crossing	Installed.
D. D. Hale	Hannon	Crossing	Installed.
A. L. Hale	Supply	Water in stock pens.	Water installed.
Nick Hudson	Supply	Water in stock pens.	Water installed.
Missouri, Oklahoma & Gulf Railway Company:			
Herbert Boyce	Bear	Fence to be installed	Pending.
Fort Smith & Western and St. Louis, El Reno & Western Railway Companies:			
Complainant.	Address.	Subject.	Condition.
Fred Zigler	Quinton	Crossing	Pending.
C. C. Choate	Indianola	Bridge unsafe	Repaired.
Oklahoma Central Railway Company (now Atchison, Topeka & Santa Fe Railway Company):			
H. R. Jacobs	Purcell	Crossing	Installed.
Kansas City, Mexico & Orient Railroad Company:			
I. H. Lookabaugh	Watonga	Industry spur	Case continued at request of complainant.
T. R. Bozeman	Cordell	Crossing	Installed.
Midland Valley Railroad Company:			
Fred Hoyt	McAlester	Industry spur	Adjusted.
James A. Reed	McAlester	Industry spur	Adjusted.
Louis E. Bryant	Bigheart	Crossing	Failed to file formal complaint.
J. F. Kays	Bixby	Fence on right of way	Installed.
St. Louis, Iron Mountain & Southern Railway Company:			
E. L. House	Gore	Industry spur	Complaint settled with rail-road company.

Informal Complaints Handled Through Telephone Engineering Department During the Fiscal Year Ending June, 30 1914

Complainant.	Address.	Subject.	Disposition.
W. A. Weaver, et al	Bochta	Telephone in depot	Telephone installed.
Downs & Ellis	Hugo	Credit toll lines	Dismissed.
J. A. M. Lanning	Muskogee	Refusal of toll credit	Adjusted.
Nat Wagner	Collinsville	Poor toll service	Adjusted.
Dr. Wall	Oklahoma City	Discontinuing service non-payment	Dismissed.
Ed Rogers	Oklahoma	Connecting telephone private line.	Dismissed.
W. W. Smith, M. D	Sapulpa	Charges moving telephone	Pending.
R. Bellisle	Preston	Toll rate	Information given.
Willard Johnson	Shawnee	Overtime on toll	Adjusted.
Geo. Kenefick, et al.	Colony	Asking for toll service.	Adjusted.
H. Winchester	Olliver	Service on rural mutual lines.	*Dismissed No jurisdiction.
Yale Theater Co.	Muskogee	Poor toll service	Adjusted.
Mrs. R. E. Westmoreland.	Oklahoma City	Location of telephone	Station installed.
F. E. Adams, et al.	Choctaw	Asking for toll station	Adjusted.
C. A. Hulquist	Choctaw	Poor toll service	Dismissed.
C. Madsen	Guthrie	Discontinuing service to rural line.	Dismissed.
S. M. Reeves	Madison	Special long distance service; peace officers, et al	Adjusted.
R. A. Kleinschmidt	Oklahoma City	Guy wire across railroad track from stone quarry.	Dismissed.
C. B. Cozart Grain Co.	Woodward	Routing long distance messages.	Dismissed.
I. T. Ventloner	Lenora	Rural switching rate	Adjusted.
Jack Muller	Weatherford	Discontinuing service rural mutual company.	Dismissed.
J. H. Smith	Seminole	Twenty-four hour service	Dismissed.
E. V. Nicholson	Rushy Head	Financial report of company	Adjusted.
E. A. Roberts, et al	Tallahassee	Service to rural subscribers.	Pending.
E. J. Dick	Buffalo	Telegraph message over toll lines	Adjusted.
S. P. Daniel	Mutual	Poor toll service	Pending.
Theo. W. Gulice	Muskogee	Telephone in depot baggage room	Adjusted.
I. W. Newcomb	Armore	Poor toll service	Dismissed.
I. M. Appleby	Mountain View	Poor service rural mutual company	Information furnished.
Wade Stanfield	Oklmulgee	Toll rates from Okmulgee to Chanute, Kansas.	Information furnished.
I. H. Daugherty	Mutual	Service to party who was disconnected account of non-payment of rental.	Dismissed.
W. H. Hall	Denison, Texas	Height of wires over railroad track	Adjusted.
A. C. Seely	Pawhuska	Charge for extra listing in directory	Dismissed.
F. E. Sadler	Coalgate	Twenty-four hour service	Adjusted.
R. K. McAdams	McAlester	Telephone rental	Dismissed.
A. A. Vant	Pauls Valley	Toll line right of way	Dismissed.
*The Commission does not have jurisdiction over strictly mutual telephone companies not operated for profit.		Rates for local exchange	Information furnished
W. S. Cade	Enid	Installing extra desk extension	Dismissed
R. H. Thompson	Climton	Extra charge rural mutual service.	Information furnished.
C. H. Terwilliger	Covington	Toll rates	Information furnished.
J. W. Mann	Bartlesville		

Complainant.	Address.	Subject.	Disposition.
A. C. Campbell	Okmulgee	Extra attachments telephone	Dismissed. Advised to formal complaint should be filed.
Eflor & Rockwood	Sapulpa	Discontinuance of long distance service for non-payment	Dismissed.
H. A. Wicks	Brady	Toll charges	Telephone installed.
J. E. Wells	Hartsborne	Installation of telephone	Dismissed.
W. D. Way	Stewart	Overtime on toll message	Information furnished.
D. L. Dickey	Oklahoma City	Exchange rates	Dismissed.
M. O. Smith	Wynnewood	Discontinuance telephone service non-payment	Adjusted.
L. B. Arnold	Hugo	Exchange rental	Line installed.
W. C. McAlester	Oklahoma City	Asking for toll line from Antlers to Tallhina	Telephone installed.
Francis Typesetting Co.	Oklahoma City	Installing extension telephone	Telephone installed.
F. A. Fuller	Tulsa	Installing telephone	Telephone installed.
M. C. McAadoo	Okmulgee	Installing telephone	Telephone installed.
O. D. Green	Woodward	Installing telephone	Telephone installed.
Usher Carter	Tulsa	Poor service	Withdrawn
Carl A. Lovell	Tulsa	Long distance rates	Rates adjusted
J. P. Quisenberry	Tulsa	Installing telephone	Telephone installed.
Dr. V. Berry	Okmulgee	Extension telephone	Dismissed.
Wm. Ansley	McAlester	Installing telephone	Telephone installed.
Dr. J. A. Muller	Snyder	Complaining that telephone company charges business rate for telephone in residence	Ruled that telephone should take residence rate.
Geo. H. Debolt	Sageeyah	Changing wires on pole line.	Adjusted.
L. C. Estep	Richland	Discontinuing exchange at Banner	Exchange discontinued.
W. E. May	Bartlesville	Complaining of check meter placed on pole	Adjusted.
D. H. Burk, M. D	Warner	Complaining of poor telephone service	Adjusted.
R. A. Smith	McAlester	Complaining of extra charge for separate listing of telephone.	Pending.
A. L. Clark	Edmond	Asking for annulment of charter	Dismissed.
B. L. Smithy	Katie	Asking for physical connection	Dismissed.
J. L. Maher	Durant	Complaining of 25c extension bell charge	Adjusted.
W. M. Hall	Claremore	Telegraph pole in public road	Pole removed.
John Irwin	Hooker	Discontinuing service to rural line account non-payment	Adjusted.
R. E. Jacks	Payne	Physical connection rural line.	Adjusted.
Geo. Ritter	Tulsa	Toll charge	Dismissed.
Monarch Laundry	Muskogee	Extension bell rate	Dismissed.
C. F. Barrows	Chandler	Toll rate from Chandler to Carney	Advised to file formal complaint.
W. S. Larson	Oklahoma City	Overcharge	Adjusted.
Tulsa Glass Co.	Tulsa	Zone rate	Information given.
Calvin Lawson	Lenora	Physical connection of rural line	Adjusted.
G. C. Moore	Oklahoma City	Telephone Co. charging business rate for phone in residence	Ruled phone should take residence rate.
Epworth Pharmacy	Oklahoma City	Installing telephone	Telephone installed.
J. T. Christie	Watonga	Refusal install telephone account non-payment back bills	Dismissed.
J. R. Craig	Guthrie	Zone rates	Pending.

Complainant	Address	Subject	Disposition
A. G. Hazlett	Muskogee	Zone rates	Pending.
J. B. Eskridge	Chickasha	Refusal to give service	Adjusted.
R. D. Howe	Tulsa	Poor service	Adjusted.
Jno. R. Clover	Tulsa	Long distance service	Adjusted.
Mrs. Summers	Oklahoma City	Party line to special line	Adjusted.
Harry C. Rankin, et al.	Oklahoma City	Poor long distance service	Investigated; adjusted.
Harry Lane	Hennessey	Installing telephone	Adjusted.
Dudley Rosch	Springfield	Telephone in depot	Telephone installed.
Arnold & Wetherbee	Oklahoma City	Changing from PBX to special line retaining same number	Adjusted.
Oklahoma Tel. Assn	Oklahoma City	Increasing rural switching rates	Dismissed.
H. M. Smelser, et al	Amber	Toll station	Dismissed. Complainant failed to prosecute.
F. E. Beaty	Oklahoma City	Leaving name from directory	Adjusted.
James Wharton	Loveland	Telephone in depot	Adjusted.
T. C. Warren	Oklahoma City	Telephone in residence	Telephone installed.
Mrs. J. F. Lemon	Tuttle	Messenger service	Adjusted.
Smithvale Tel. Co	Smithvale	Excess charge for contact rentals	Dismissed for want of prosecution.
F. St. Loizuer	Heyburn	Toll station	Station installed.
Dr. W. T. Kimberly	Guthrie	Zone rate	Pending.
C. F. Calkins & Co	Penca City	Refusal to connect inter-communicating system	Pending.
Lewis Cline	Tulsa	Residence telephone	Telephone installed.
Mrs. H. G. Munford	Chickasha	Telephone in residence	Telephone installed.
C. A. Johnson & Co	Byron	Poor long distance service	Adjusted.
Bennington Realty Co.	Bennington	Poor service	Adjusted.
J. F. Stotts	Loco	Poor service	Complaint withdrawn.
I. H. Lookabaugh	Watonga	Poor service	Adjusted.
C. E. Dierker	Shawnee	Business telephone	Adjusted.
B. E. Rosendale	Checotah	Adjustment of rates	Telephone installed.
Jas. W. Elliott	Tulsa	Asking that telephone be installed	Adjusted.
M. F. Eggerman	Shawnee	Rural line service	Adjusted.
W. J. Jones	Sapulpa	Rural telephone	Adjusted.
W. E. May	Bartlesville	Asking that new directory be printed	Adjusted.
G. P. Holt	Howarth	Operator listening	Complaint withdrawn.

LIST OF REFUNDS MADE BY CARRIERS THROUGH THE COMMISSION
ON INFORMAL COMPLAINTS FOR FISCAL YEAR ENDING JUNE 30,
1913.

Name.	Address.	Amount.
Fred Hardy	Oklahoma City	\$ 2.70
Fred Hardy	Oklahoma City	3.55
J. W. Jones	Atoka	5.55
Ramsey Drug Co.	Ada	3.08
Butler Gro. Co.	Butler	.18
I. P. George	Ravia	1.04
W. W. Burham	Antlers	1.80
Southern Fuel Co.	Oklahoma City	6.08
I. P. George	Ravia	1.04
Crowdus Bros.	Oklahoma City	6.08
Herzog Trading Co.	Braggs	.05
H. F. Jones Merc. Co.	Wagoner	31.00
S. C. Rainbolt	Woodward	1.37
A. M. Dulany	Cornish	23.35
H. C. Harkness	McAlester	1.62
F. M. Canton	Oklahoma City	Amount not shown
C. B. Bee	Oklahoma City	1.37
Fred Browne	Crowder	282.47
Crowdus Bros.	Oklahoma City	6.08
Carhart Motor Co.	Oklahoma City	66.65
Plansifter Milling Co.	Oklahoma City	1.38
J. D. Nelson	Hugo	2.20
Paul Reiss	Muskogee	31.53
Ponca City Milling Co.	Ponca City	4.13
Foster Lumber Co.	Kansas City, Mo.	3.00
Lucy E. Watson	Willow	13.05
H. A. Potter	Indianola	.70
Ben Lea & Sutton	Delaware	7.20
L. K. Sharpe	Oklahoma City	7.84
W. J. Hood	Erick	12.26
Fred Browne	Canadian (about)	300.00
B. H. Miller	Oklahoma City	12.99
A. J. Emery	Oklahoma City	1.60
Mrs. J. M. Lawson	Marletta	20.00
St. L. & S. F. R. R. Co.		5.98
A. L. Funk	Oklahoma City	1.91
T. J. Wood	Oklahoma City	.35
O. A. Jacobson	Meno	.90
Thomas Milling Co.	Thomas	1.25
T. J. Wood	Oklahoma City	41.75
J. M. Tucker	Oklahoma City	.50
A. L. Funk	Oklahoma City	.96
Pat Madden	Baxter Springs, Ark	78.80
Enid Sash and Door Company	Enid	23.76
J. S. Murray	Tishomingo	20.03
W. S. Todd Gin Co.	Butler	1.56
L. L. Randall	Conway, Ark.	10.17
F. Y. Goldsborough	Porter	27.21
S. M. Gloyd	Oklahoma City	2.84
S. A. Fish	Stonewall	1.35
J. H. Andrews	Stillwater	8.08
Parker Washington Show	St. Louis, Mo.	6.61
F. W. Laula	Perry	15.00
Carhart Motor Co.	Oklahoma City	11.90
Hal Shaffer	Okmulgee	1.46
Geo. Norris	Tahlequah	.48
H. C. Fagin	Broken Arrow	.73
John Raynor	Woodward	.08
R. N. Bennett	Oklahoma City	61.67
Augusta Ellis	Oklahoma City	1.19
H. W. Georke	Hitchcock	1.51
Joe A. Harbert	Shawnee	18.02
C. C. Giddens	Ardmore	2.93
A. T. Whitworth	Carmen	.63
R. J. Boyd	Vinita	.90
Pat Madden	Baxter Springs, Ark	78.80
J. G. Wood	Tonkawa	.45
Oscar Robinson	Gage	\$ 11.47
Prairie Oil and Gas Company	Independence, Kan.	1.76
Clark Field	Tulsa	12.28
H. T. Downing	Lovell	.40
Geo. W. Fowler	Tangler	.90
Oklahoma Gin Company	Oklahoma City	13.35
W. C. Viles	Alva	2.34
F. G. Brann	Cheyenne	1.02
Water Witch Manufacturing Company	Oklahoma City	2.20
J. G. Wood	Tonkawa	1.19
M. L. Butler	Purnam	4.86
J. L. Russell	Ballard	1.02
Henry Grossman	Carmen	.44

Name.	Address.	Amount.
L. R. Moss	Okmulgee	.79
John I. McCoole	Francis	2.08
J. T. Sloan	Francis	2.08
Mrs. Cora Meeker	Sapulpa	1.41
Harris-Irby Cotton Company	Oklahoma City	4.70
J. W. Harris	Dallas	3.70
R. B. Strong	Butler	.27
M. J. Courtney	Copan	2.40
C. C. Fisher	Hinton	24.96
H. W. B. Dunlap	Kingfisher	2.05
H. O. Bird	Wheatland	42.25
Curtis & Gartside	Oklahoma City	7.02
Frank Lemaster	Gage	1.20
C. M. Bird	Red Rock	2.70
J. W. Crowdus	Thomas	4.86
J. W. Kennedy	Fitzhugh	2.64
Jay T. Black	Camargo	5.00
Mrs. Lou Thrasher	Mountain Park	2.49
W. H. Merchant	Oklahoma City	3.15
J. W. Roach	Warren	5.89
C. H. Lund	Waurika	.06
W. R. Fry	Perry	1.19
C. L. Norman	Alma	6.18
Harris-Irby Cotton Company	Oklahoma City	35.32
J. T. Wyckoff	Marshall	1.44
Eufaula Cotton Oil Company	Eufaula	26.25
C. B. Bee	Oklahoma City	.68
E. R. Talley	Hester	9.60
Mrs. H. P. Bee	Chicago	32.00
H. E. Robb	Millerton	30.69
J. E. Love	Oklahoma City	3.71
Guthrie Mill and Elevator Company	Guthrie	17.91
J. A. Sherrick	Bartlesville	9.40
Harry Branigin	Jones City	20.52
U. S. Kellastone Company	Chicago	2.50
Farmers & Merchants' Cot. & Gr. Co.	Cordell	39.59
Steele Bros.	Whiteagle	No amount shown
C. B. Bee	Oklahoma City	3.50
Nola Boyd	Afton	1.50
Woodward Cement and Concrete Co.	Woodward	5.00
J. E. Love	Oklahoma City	.35
N. V. Bilby	Wecharty	60.50
Doty & Scott	Alva	13.41
Sheffer Bros.	Yukon	6.75
T. E. Newton	Cleveland	18.00
U. S. Kellastone Company	Chicago	5.00
H. M. Benefield	Port	16.72
H. F. Polson	Afton	1.05
Guthrie Mill and Elevator Company	Guthrie	3.02
Guthrie Mill and Elevator Company	Guthrie	6.24
P. T. Goodman	Yukon	10.84
L. T. Trotter	Oklahoma City	5.93
C. B. Bee	Oklahoma City	5.88
Guthrie Mill and Elevator Company	Guthrie	17.94
C. T. Vaughn	Morris	\$ 10.37
F. D. Burns	Hillsdale	2.77
C. H. Crary	Sparks	3.13
A. D. Chapman	Moyers	.30
H. E. Robb	Millerton	18.19
Emmett Miller	Oklahoma City	34.91
G. E. Harris	Moorewood	25.00
J. O. Gordon	Marletta	3.76
G. T. Blake	York	2.65
W. H. Ingersol	Bigheart	1.74
H. E. Robb	Millerton	3.00
E. J. Benway	Sayre	.51
Hobart Mill and Elevator Company	Hobart	14.50
Elmer A. Smith	Shawnee	65.70
Mrs. Chas. A. Taylor	Oklahoma City	30.00
Walter Page	Ketchum	24.96
H. B. Horton	Vinita	.60
J. E. Green	Oklahoma City	.12
W. J. Driskell	Fargo	.38
Rev. W. H. Deweese	Fargo	.20
Rea Sand Company	Fillmore	1.00
Frank Krey	Enid	1.00
W. B. Holder	Madill	10.18
H. E. Robb	Millerton	19.11
H. E. Robb	Millerton	16.95
J. E. Green	Oklahoma City	.40
C. A. Randall	Oklahoma City	.59
H. E. Robb	Millerton	22.54
Blocker-Boswell Company	Boswell	24.59
Roy Reece	Tulsa	5.63

Name.	Address.	Amount.
H. F. Rather.....	Kiowa, Kan.....	.35
J. F. Wulff.....	Jenks.....	9.07
Geo. W. Hamman.....	Readout.....	10.77
Southwestern Mfg. Co.....	Oklahoma City.....	4.56
J. L. Ritchie.....	Okemah.....	1.03
Guthrie Mill and Elevator Company.....	Guthrie.....	2.11
H. S. Marble.....	Oklahoma City.....	53.71
C. L. Brooks.....	Jennings.....	.10
C. H. Lohman.....	Guymon.....	.88
McCafferty & Thorp.....	Enid.....	14.00

LIST OF REFUNDS MADE BY CARRIERS THROUGH THE COMMISSION
ON INFORMAL COMPLAINTS FOR FISCAL YEAR ENDING JUNE 30,
1914.

Name.	Address.	Amount.
J. E. Love.....	Sharon.....	\$ 1.33
F. R. Bennett.....	Oklahoma City.....	216.96
N. E. Weaver.....	Temple.....	.75
R. N. Bennett.....	Oklahoma City.....	.39
T. DeBruler.....	Oklahoma City.....	38.45
Alice Wilburn.....	Mountain View.....	7.37
J. D. Adams.....	Homestead.....	10.20
W. W. Pierce.....	Oklahoma City.....	.81
Walter Page.....	Ketchum.....	29.60
Rex Tucker.....	Oklahoma City.....	.65
C. C. Hill.....	Rocky.....	.82
P. J. Jorgensen.....	Texhoma.....	30.00
A. G. Curtis.....	Sallisaw.....	.67
J. A. Mather.....	Oklahoma City.....	26.46
Frisco Lumber Co.....	Dallas.....	6.46
		7.59
		2.49
C. A. Mayhew.....	Alva.....	.64
C. H. Lund.....	Waurika.....	.65
Custer Milling Company.....	Custer.....	2.02
J. E. Frost.....	Erick.....	52.48
R. N. Bennett.....	Oklahoma City.....	11.62
Geo. E. Gardner.....	Oklahoma City.....	32.28
W. E. Oakes.....	Oklahoma City.....	39.81
A. G. Curtis.....	Sallisaw.....	.16
C., R. I. & P.....	Oklahoma City.....	8.00
Wm. Troxel.....	Tribbey.....	.18
J. B. Peace.....	Fletcher.....	5.00
Frisco Lumber Company.....	Dallas.....	3.27
R. A. Harris.....	Grandfield.....	No amount
Hite Watson.....	Oklahoma City.....	34.84
J. B. Edwards.....	Fitzhugh.....	.99
Carhart Motor Company.....	Oklahoma City.....	9.46
S. S. Lee.....	Lindsay.....	7.50
E. W. Hardin.....	Oklahoma City.....	10.62
H. E. Robb.....	Millerton.....	18.99
Shawnee Milling Company.....	Shawnee.....	1.00
Leeper Bros. Lumber Company.....	Gainesville.....	1.81
H. E. Robb.....	Millerton.....	27.80
C. E. Ransom.....	Enid.....	15.31
W. A. Berrian.....	Oklahoma City.....	No amount
G. Y. Melton.....	Oklahoma City.....	35.13
G. F. Haun.....	Henryetta.....	.39
Grace E. Clemmons.....	Newkirk.....	4.63
Hardeman King Company.....	Oklahoma City.....	1.00
C. W. Ampacher.....	Apache.....	10.20
Thomas Milling Company.....	Thomas.....	3.94
Shawnee Coal and Mtl. Co.....	Shawnee.....	5.37
Southern Fuel Co.....	Dallas.....	1.09
Shawnee Coal and Mtl. Co.....	Shawnee.....	16.83
J. W. Mickle.....	Sulphur.....	18.00
K. Jones.....	Medford.....	2.50
J. M. Donham.....	Fort Smith.....	3.00
Frisco Lumber Company.....	Dallas.....	13.67
C. H. Elliott.....	El Reno.....	1.30
H. E. Robb.....	Millerton.....	29.25
C. H. Hyde.....	Alva.....	3.96
W. H. Schlabach.....	Oklahoma City.....	9.50
		81.76
Joe A. Harbert.....	Shawnee.....	4.13
E. O. Flood.....	Lawton.....	32.07
W. S. Sherman.....	Oklahoma City.....	26.86
J. F. Devol.....	Devol.....	.56
E. H. Rishel.....	Oklahoma City.....	3.65
C. A. Swyny.....	Oklahoma City.....	No amount

Name.	Address.	Amount.
J. N. Allen.....	Muskogee	\$ 3.30
L. R. Marston.....	Armore	2.58
R. H. Wilson.....	Oklahoma City	20.50
Millie Foreman.....	Grove	2.05
Enid Mill and Elevator Company.....	Enid	428.33
Shawnee Coal and Mtl. Co.....	Shawnee	9.34
Morris Brick and Coal Company.....	Oklmulgee	No amount
J. F. Stowers.....	Oklahoma City	19.00
Frank L. Hamilton.....	Enid	8.45
J. C. Donley.....	Forgan	10.08
C. W. Kilgore.....	Yonkers	3.87
Shawnee Coal and Mtl. Co.....	Shawnee	7.51
E. E. Sams.....	Delaware	3.16
R. W. Dowell.....	Sequoyah	9.20
W. A. Austin.....	Bromide	3.45
W. H. Frye.....	Oklahoma City	22.92
H. E. Robb.....	Millerton	22.92
T. W. Bickel.....	Alva	15.86
W. S. Wilburn.....	Big Wells, Texas	25.22
Enid Events.....	Enid	7.87
H. E. Robb.....	Millerton	4.40
H. E. Robb.....	Millerton	3.20
Joe A. Harbert.....	Shawnee	16.69
Geo. H. Pruitt.....	Grandfield	8.97
John Benson.....	Oklahoma City	10.25
Chas. F. Egan.....	Tulsa	1.00
W. R. Davis.....	Vic	2.40
Shawnee Coal and Mtl. Co.....	Shawnee	2.10
J. M. Degnan.....	Oklahoma City	4.40
R. E. Trammell.....	Oklahoma City	50.00
C. C. Ayers.....	Muskogee	22.99
Bell-Wayland Company.....	Shawnee	11.16
Southern Fuel Co.....	Dallas	1.08
J. C. Anderson.....	Cement	2.20
Joe A. Harbert.....	Shawnee	22
A. L. Houghton & Co.....	Kansas City	1.15
E. F. Galbraith.....	Oklahoma City	25.80
T. E. Ball.....	Farmersville, Texas	20.25
H. Milink & Son.....	Gans	10.67
Dr. G. Speer.....	Cushing	5.00
Commonwealth Cot. Oil Co.....	Cushing	21.28
A. J. Deaton.....	Ada	12.32
C. Ratliff.....	Oklahoma City	2.51
J. W. Cox.....	Woodward	1.86
W. E. Morris.....	May	3.04
E. J. Hare.....	Golden	15.50
H. C. Clift.....	Oklahoma City	5.50
A. P. Shaw.....	Wewoka	2.50
Commonwealth Cot. Oil Co.....	Cushing	11.00
H. E. Musson.....	Oklahoma City	1.46
Edward Kelly Grain Co.....	Wichita	2.24
Hobart Mill and Elevator Company.....	Hobart	36.84
J. W. Cherry.....	Warwock	1.75
Dascomb Daniels Lumber Company.....	Kansas City	6.85
Ruley & Eakins.....	Helena	10.25
W. J. Smith.....	Gore	7.13
Ira D. Griffin.....	Enid	25.56
J. P. Van Meter.....	Stroud	11.72
H. Goodwint.....	Gage	No amount
Shawnee Coal and Mtl. Co.....	Shawnee	38
Mary C. Jones.....	Tecumseh	4.34
T. E. Ball.....	Farmersville, Texas	14.05
Lang & Lang.....	Hunter	6.81
H. E. Robb.....	Millerton	2.45
Geo. T. Green.....	Vic	21.28
F. N. Daniels.....	Kansas City	3.16
Shawnee Coal & Mtl. Co.....	Shawnee	11.77
Hobart M. & E. Co.....	Hobart	69.40
Chickasha Hide & Prod. Co.....	Chickasha	84
Joe A. Harbert.....	Shawnee	6.76
Joe A. Harbert.....	Shawnee	6.76
Joe A. Harbert.....	Shawnee	3.93
J. F. Wulff.....	Jenks	12.75
Shawnee Coal & Mtl. Co.....	Shawnee	3.70
Shawnee Coal & Mtl. Co.....	Shawnee	10.56
Frank R. Bennett.....	Oklahoma City	.54
W. C. Jones.....	Temple	6.80
J. T. Parris.....	Temple	15.54
H. E. Robb.....	Millerton	5.86
Z. W. Weldon.....	Wewoka	5.86
W. A. Austin.....	Bromide	.62
		24.76
		2.35
		13.32
		1.20
		16.28

Corporation Commission Report

Name.	Address.	Amount.
Okla. Supply & Nav. Co.....	Muskogee	10.94
Shawnee Coal & Mtl. Co.....	Shawnee	15.46
A. N. Leecraft.....	Colbert	787.70
A. H. Lash.....	Sunset .....	.15
O. W. Jones.....	Bloomington, Texas .....	.24
C. E. Knarr.....	Leedy	35.49
J. L. Ogilvie.....	Charleston, Mo.	1.22
Shawnee Coal & Mtl. Co.....	Shawnee	2.71
		.53
J. W. Hardgraves & Co.....	Claremore	37.69
Dan Neil	Billings	71.50
Steve Bedford	Jumbo .....	.15
J. A. Perryman.....	Guymon .....	.18
O. H. Kerr.....	Oklahoma City	1.37
Southern Fuel Co.....	Dallas	10.29
H. Case	Electra, Texas	4.89
John Benson	Oklahoma City	1.93
G. W. McGill.....	Cleveland, Mo. ....	.86
H. E. Robb.....	Millerton	15.16
Dascomb Daniels Lbr. Co.....	Kansas City	1.27
Bell-Wayland Co.....	Shawnee	No amount
Kansas Flour Mills.....	Wichita	1.21
W. M. Henderson.....	Ponca City	2.44
W. S. Legg.....	Quinlan	12.00

SYNOPSIS OF IMPROVEMENTS OF STEAM RAILROADS IN OKLAHOMA FOR THE FISCAL YEAR ENDING JUNE 30, 1914, AS SHOWN FROM DATA COMPILED THROUGH THE ENGINEERING DEPARTMENT:

Atchison, Topeka & Santa Fe Railway Company:

Frame Depots: Belvia, Cushing, Burbank, Jet and Skedee.
Miscellaneous Additions: Six stalls to roundhouse at Waynoka, and 8.332 miles of sidings.
Total completed additions and betterments \$197,435.77.

Chicago, Rock Island & Pacific Railway Company:

Brick Depots: Waurika, Lawton, Holdenville and Elk City. Fireproof office building at El Reno.
Frame Depots and Extensions: Ryan, Carnegie and Greenfield; also 300-ton coal chute at Halleyville.
Miscellaneous Additions: 4.055 miles of sidings.
Total completed additions and betterments \$358,726.69.

St. Louis & San Francisco Railroad Company:

Brick Depots: Idabel.
Frame Depots: Davidson and Oklahoma City.
Miscellaneous Additions: Mechanical coaling plant at Henryetta, two modern subways at Tulsa, boiler washing plant at Enid and 4.34 miles of sidings.
Total completed additions and betterments \$530,513.95.

Missouri, Kansas & Texas Railway Company:

Miscellaneous Additions: 3.207 miles of sidings, 41.37 miles of fencing and 844 rods of woven wire fencing. Section houses at Tushka, Armstrong and Colvert. Water treating plant at Vinita, Blue Jacket and Muskogee.
Brick Depots: Cleveland, and extension at McAlester.
Total completed additions and betterments \$52,230.26.

The Wichita Falls & Northwestern Railway Company:

Miscellaneous Additions: 0.344 miles of sidings and 392 rods of fencing.
Total completed additions and betterments \$2,995.66.

Gulf, Colorado & Santa Fe Railway Company:

Brick Depots: Marietta.
Miscellaneous Additions: 0.983 miles of sidings.
Total completed additions and betterments \$57,114.80.

Kansas City Southern Railway Company:

Miscellaneous Additions: 8.51 miles of hog-tight fence and 1.53 miles of right of way fence.
Total completed additions and betterments \$133,271.78.

Oklahoma Central Railway Company:

Total completed additions and betterments \$100.30.

Kansas City, Mexico & Orient Railroad Company:

Total completed additions and betterments \$6,372.76.

Missouri, Oklahoma & Gulf Railway Company:

Has not reported any additions and betterments.

Midland Valley Railroad Company:

Total completed additions and betterments \$368,677.77.

Texas, Oklahoma & Eastern Railway Company:

Miscellaneous Additions: Freight room at Coalton, carshed at Valliant, stock pens and platforms at Broken Bow and Oak, section house at Bismark.
Total completed additions and betterments \$104,274.90.

Clinton & Oklahoma Western Railroad Company:

Has not reported any additions and betterments.

Fort Smith & Western Railway Company:

Total completed additions and betterments \$8,236.52.
The renewals for six months ending June 30, 1914, as reported by the several railroad companies were as follows:

CROSS AND SWITCH TIE RENEWAL OF THE VARIOUS RAILROADS IN OKLAHOMA.

(From January 1 to June 30, 1914, Inclusive.)

Name of Railroad Co.	Miles Main Track	No. of Untreated Ties	No. of Treated Ties	Av. No. Ties Per Miles. M.T.	Miles Sidings, Etc.	No. of Untreated Ties	No. of Treated Ties	Av. No. Ties Per Miles. S.T.	Total Cross Ties	Total Switch Ties. Ft. E.M.
Texas, Oklahoma & Eastern	24.08	4,421	.....	183	5.2	152	.....	30	4,573	945
Clinton & Oklahoma Western	51.00	132	.....	2.6	4.75	.....	.....	.....	132	.....
Oklahoma Central	135.67	12,462	.....	92	18.37	1,054	.....	79	13,516	.....
Kansas City Southern	158.8	52,125	436	331	50.9	6,119	57	121	58,737	56,277
St. Louis, Iron Mountain & Southern	161.69	41,775	.....	258	54.22	4,809	.....	88	46,584	28,712
Kansas City, Mexico & Orient	187.59	28,928	.....	154	32.65	2,729	.....	83	31,657	3,168
Fort Smith & Western and Western	241.97	45,506	.....	193	28.1	2,223	.....	79	48,729	10,783
St. Louis, El Reno & Midland Valley	245.95	68,847	.....	280	48.75	9,287	.....	190	78,134	46,172
Missouri, Oklahoma & Gulf	313.88	72,427	.....	230	45.68	4,248	.....	93	76,675	27,658
Wichita Falls & Northwestern	328.22	3,850	208	69	42.00	221	1,681	43	5,739	20,259
Missouri, Kansas & Texas	758.23	91,932	.....	121	311.45	16,699	.....	53	108,637	102,801
Atchison, Topeka & Santa Fe and Gulf, Colorado & Santa Fe	948.71	.....	64,152	66	262.21	.....	14,441	55	78,593	46,454
Chicago, Rock Island & Pacific	1,326.27	10,224	126,267	103	372.22	1,324	26,314	74	164,129	387,181
St. Louis & San Francisco	1,497.62	238,713	238,691	317	315.1	27,958	22,072	159	525,434	499,296

ANNUAL SUMMARY OF ACCIDENTS ON STEAM RAILROADS IN OKLAHOMA.

In December 1908 the Commission promulgated Order No. 148 which requires all railroads operating within the State of Oklahoma to report to the Commission all accidents resulting in loss of life or injury to person, delay to traffic or damage to property. The order was appealed to the Supreme Court where it was affirmed June 30, 1910, since which time it has been effective.

Under this order the carriers report certain classes of accidents by wire, and all classes by mail, and in 1912 the further requirement was decided upon and complied with by the roads, of monthly accident summaries, classifying accidents according to the character of the accident and the character of the person, if any, killed or injured.

The figures for the fiscal year ending June 30, 1914 are given herewith. It will be noted that the column headed "Passengers killed" is blank for the year. It is an interesting fact that since February 22, 1911, only one passenger upon a steam railroad in Oklahoma has been killed as a result of an accident to train. The mileage operated has been approximately 6,050.

The annual summary for 1913-14 follows:

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Shawnee	741	345	Elk City	731	328
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Electric rates	824	520
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Cleveland	825	521
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"	786	464
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"	783	457
"	819	514
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